

MOTOR RACING



Vol. 1—No. 2



Los Angeles, Calif.

Friday, November 4, 1955

Price 10c

BULLETIN!

So successful was the advent of **MOTORACING** that for a limited time only subscriptions will be offered at the special introductory rate of \$1 per year.

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BULLETIN!

Early entries received from major sports car drivers for the SCCA Grand Central races in Glendale Nov. 13 are as follows:

Ernie McAfee, Hollywood, Ferrari.

Phil Hill, Santa Monica, Ferrari.

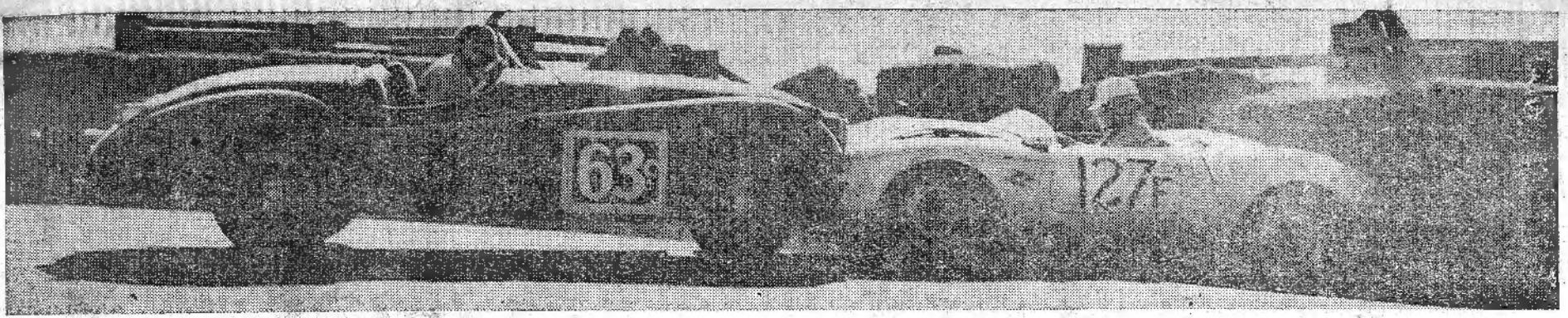
John Von Neumann, Hollywood, Porsche Spyder.

Ignacio Lozano, Los Angeles, Jaguar.



INTERESTING READING—Pearce Woods, Whittier, who made it two in a row for the Jaguar by winning the endurance grind at Torrey Pines, was out of contact with the rest of the world for six hours. First thing he did (after regaining his

breath) was catch up with latest news by gleaning through the first copy of **MOTORACING**, which was distributed at the seaside course. "Just the kind of paper we've needed," was Woods' immediate comment.



WHAT IS THIS?—Ignacio Lozano's Jaguar (63), driven by Jay Chamberlain, smashes into W. R. Turner's Porsche Spyder during six-hour enduro at Torrey Pines.

Turner was in the turn first, spun out, and, Chamberlain, slamming on the brakes, was unable to clear out of the way. Spectacular action was

caught by the camera of Marvin Reichner. Neither was injured. Turner and Jean Kunstle went on to finish fifth. The Lozano Jag was forced out of action.

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(Continued from page 1) performance, the CSCC the General Petrol furnish the approx gallons of Mobilgas the 500 gallons of oil that consumed during the running this interesting program sports car jousting.

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SMASHING ACTION!—The power demonstrated by this hurtling sports car, ripping out of the pages of MOTORACING, exemplifies the whopping impact

made by the first issue of this new publication.

And this will be the type of action in store for the huge crowd due to turn out Sunday, Nov. 13, for the

Grand Central Industrial Centre National Sports Car Races in Glendale. Police Relief Fund and Olympic Games Fund will benefit.

Bill Harmer

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MOTORACING IN SO. CALIF. DEBUT

THIS IS the first issue of MOTORACING — and we hope you like it and succeeding issues.

age—good, regular news coverage.

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RACING will be pub-

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times a year.

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WOODS, MURPHY WIN DAIGH CLOSE 2nd CROUZET SCORES

By Gus V. Vignolle

RENDERED HORSE de combat in the six-hour race the day before when he was knocked out with a broken radius rod, Bill Murphy, 43-year-old Culver City auto dealer and father of six children, came back on Sunday, Oct. 23, to capture his first big-bore feature in the last 30 yards by less than a second at Torrey Pines.

He hurtled one of the most powerful sports-ters on the course—a new 5200cc class B Buick-Kurtis—past Chuck Daigh, Long Beach, Troutman-Barnes Special, in a breath-taking finish before some 25,000 howling spectators.

It was a solid one-two punch for American road racers in the one-hour whirl for modifieds over-1500cc. Ernie McAfee, currently the hottest name in local sports car racing, was not on hand.

He and Bill Doheny's famed 3-liter 76 Ferrari Monza were up in Beverly Hills. Ernie, winner in his last three main events, had just become a father for the first time, and decided to bypass this one.

Murphy covered 26 laps around the 2.7-mile course (7.2 miles) and averaged 68.5 mph.

He clipped Daigh, who was rough and tough all day in an iron of considerably less horsepower—a 4800cc class C job, powered by a 1946

(Continued on Page 6, Col. 3)

FOR A GUY competing in his second sports car race, Pearce Woods, 32-year-old sales manager for a Whittier auto firm, did right well in the CSCC's second annual six-hour endurance race Saturday, Oct. 22, at Torrey Pines.

All he did was win the gruelling grind. His was an iron-man performance similar to that of Lou Brero, the Arcata lumberman who won it last year—they both went without relief.

And both drove Jaguars. There was still another strong similarity—Bill Murphy led for 46 laps in 1954, and this year he was in the van for 65 of the 147 laps that Woods eventually covered.

Averaging 65.8 mph, Woods, the father of five children, covered 396.9 miles, besting Brero's marks of 139 laps, 375.3 miles and a 62.5 mph average.

But Brero made three pit stops then; Woods made only one.

Woods drove a 120C Jaguar, and at dusk took the measure of Phil Hill and Paul O'Shea in a Mercedes-Benz 300SL by a little over a lap.

Woods, however, isn't exactly a rookie, being an FIA-licensed pilot and having raced midgets and competed unsuccessfully in the 1953 Mexican road race. His other sports race was on the same

(Continued on Page 7, Col. 3)

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In This Issue

- 1—Pearce Woods and Bill Murphy win Torrey Pines headlines . . . Spectacular Chamberlain-Turner crash photo . . . SCCA Grand Central races Nov. 13.
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- 5—Checkered Flag, by Art Luring . . . Sportraitsures, by Manning Hall . . . Q. & A. Dept. . . . New Road Race Training Assn. formed.
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- 11—Myra's Clipboard, by Myra Jones . . . Sports Car Gab, by Lester Nehamkin.

• Racing Pow-Wow

★ ★ ★
GOOD-BYE TO AAA CONTEST BOARD . . .
TOUGH JOB AHEAD FOR U. S. AUTO CLUB

By Maury Powell

PHOENIX, ARIZ.—This column is being written within the confines of the Flamingo Hotel, one of the better hostilities to be found here in the Valley of the Sun, where yours truly will attend what will doubtless be the last 100-mile National Championship auto race ever sanctioned by the AAA Contest Board. That's Sunday, Nov. 6, at the state fairgrounds.

Getting down to cases, it's no secret by this time that the AAA Contest Board has announced its withdrawal from auto race sanctioning when this season ends. The Great American Mountain Rallye Endurance Run, Nov. 21-27, inclusive, is actually the last event on the AAA's docket for 1955, but the Phoenix 100-miler winds up things insofar as the professionals in midgits, big cars, stocks and championship class machines and drivers are concerned.

AAA CONTEST BOARD GETS THE BLAST

The Contest Board is one of several branches of the AAA. As its name implies, it conducts automotive competitions of all sorts—economy runs, hill climbs, straightaway trials on salt flats, endurance runs and so forth in addition to the aforementioned track machinery such as Indy autos.

Everything's been peachy keen in AAA ranks for many years, and it's been in business for 54 of them. But, all of a once and a sudden like, there was some agitation in Washington, D.C., the HQ, couple years ago. The Contest Board was the target of opprobrium from several different sources.

There was talk circulated about expense problems, insurance, executive troubles, attacks from other racing groups and so forth.

The pot kept boiling fiercely, with new rumors cropping up increasingly as the months went by. Just after the LeMans disaster, the head of the AAA's Executive Committee (not the Contest Board) announced withdrawal of its support of auto racing.

He inferred that racing was a sort of nasty thing that brought only death and disaster to participants and fans alike. He said that racing proved nothing and was of no particular value as a laboratory for auto equipment. Therefore, AAA was going to quit this horrible sport and return to such important projects as checking tourist accommodations, posting highway signs and selling club memberships to persons with a mania for running out of gas, having flat tires and being plagued with dead batteries early in the morning—and requiring succor and aid for same.

'RACING HAS GIVEN BETTER CARS'

Evidently, he and his cohorts think it's more important to have that oval AAA insignia sanction a good bed than a good race.

At any rate, what that chap said was in direct contrast to the statements printed in a little pamphlet dated Oct. 26, 1950, containing an address by Ray W. Sherman, then vice-chairman of the AAA Contest Board. Sherman has been a CB member for about a quarter of a century. And here's what he had to say, among other things:

"Racing has given better cars to every person in this room. The rear view mirror was born when Ray Harroun in 1911, at Indianapolis, wanted to see behind him without having to squirm and look back at 90 mph.

"Details would take a lot of time. But included in the race track's contribution to the cars we drive would be: knee action, streamlining, lower radiators, high speed engines, aluminum pistons, better spark plugs, 4-wheel brakes, balanced crankshafts, better bearings, balloon tires were first used on the speedway, better shock absorbers, ethyl gasoline was tested in Tommy Milton's car before it was offered to the public.

"Wheel balancing is vital as a safety factor. It is old in racing."

Well, that pamphlet is titled "Racing and Your Passenger Car" and it carries that proud AAA insignia. Maybe Mr. Cardoni of the Exec Committee didn't know it existed.

There are some who claim that racing is needless insofar as the testing angle is concerned, saying that indoor labs can determine what is necessary. This is bunk. Only true testing under track action conditions can give the engineers the data they need.

Sure, there have been deaths on the track, but the relatively few who've been killed over the span of racing seasons have done so in the sport of their own choosing, making a living the way they wanted under conditions they knew and accepted.

FINE MEN CONNECTED WITH AAA

We're sorry as hell to see the AAA Contest Board go. It's been our pleasure to meet many truly fine men in various AAA capacities—Regional Moss Art Pillsbury, Pacific Coast Supervisor Gordon Betz, and many more.

Whether the new United States Auto Club can fill the AAA's shoes remains to be seen. It'll be a tough uphill job, a challenge second to none. Indy Owner Tony Hulman is pushing it mightily, but it'll take lots of money and keen executive know-how.

The racing world is watching and waiting. Some USAC details next issue.

MOTORACING

Published biweekly by Po-vike, Inc. Editorial and business offices located at:

8826 Sunset Blvd.
Los Angeles 46, Calif.
CRestview 6-7165

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★ Letters

★ The First Buck

Here is my buck. Put me on the subscription list for a year. You have the address but here it is again. Thanks.

Wayne Thoms,
Los Angeles, 49.

'Fine Publication'

Thanks for a fine new publication for the sports car enthusiast! If it is to be a subscription paper, please enter my subscription.

J. Starbuck,
South Gate, Calif.

Interested Marine

I am very interested in subscribing to your new paper if possible. Will you please let me know the subscription charges?

Capt. W. G. Tanzler,
USMC,
Oceanside, Calif.

Congratulations!

Have just read your Oct. 21 issue of MOTORACING, and would very much like to congratulate you on a fine new publication. Would like very much to subscribe to your paper. Please send us your subscription rates.

Larry Moran,
El Cajon, Calif.

'Fine First Issue'

I would like to be placed on your mailing list to receive MOTORACING regularly. Please bill me for any charges for this service. Congratulations on a fine first issue.

Walter B. Miles,
Los Angeles, 18.

Please Start Sending

I would like to subscribe to MOTORACING. Please start sending your next issue if possible. Received my copy at the Torrey Pines races.

E. A. Meade,
Los Angeles, 47.

More Cheers

Your new publication MOTORACING is great. I want to receive every issue.

Lewis C. Hansen,
San Diego, 15.

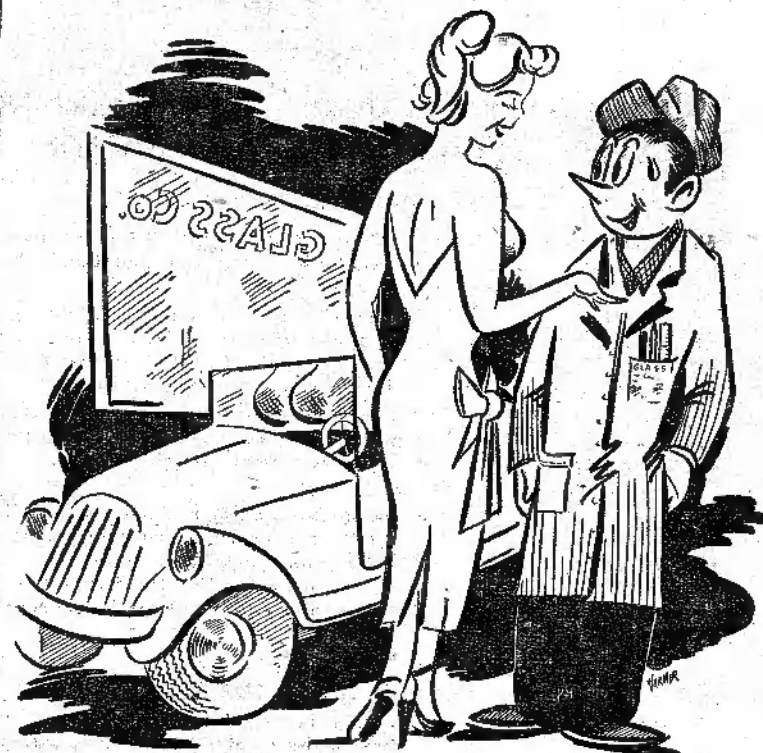
Off to Germany

Got a copy of MOTORACING at the races Sunday. I sure enjoyed it. The Long Beach papers do not have any sports car news. Am airmailing it to my son in the Army at Frankfurt, Germany, who is a VW owner and a sports car fan. Please enter my subscription and send me MOTORACING—every copy.

R. F. Stalder,
Long Beach 15, Calif.

(Continued on Page 11, Col. 2.)

Sports Car-Toon ★ ★ By Bill Harmer



'YOU KNOW, THIS MAY START A NEW FAD.'

THE DUKE WONDERS . . .

WHEN WE'LL get the full specifications of the "American Ferrari" secretly being built by the editor of a national sports car magazine that is published locally?

• • •

If the word will ever get out about the owner who tried to run a Jaguar as a production car when it was loaded with "extras," such as a magneto, a surge tank and out-sized carburetors?

• • •

If the overly timid city fathers of San Diego realize how much their local motel, hotel, bar and restaurant owners are screaming over the termination of racing at Torrey Pines?

• • •

Where the rather biased local scribe who writes under a pen name (not A.L.) gets so much misinformation so consistently?

• • •

If the founding fathers of one of the latest one-of-a-kind sports car clubs realize that the dealer who helped them start it is privately proclaiming that he did so only to enable him to apply more pressure in his efforts to cram pro racing down the throats of the local clubs?

• • •

Who made the sad mistake of accepting a one-time, personal type advertisement for the Torrey Pines program that has advertisers representing \$750 an issue up in arms?

• • •

If there's any truth to the rumor that a certain special flipped at a recent race because it had a locked rear end?

• • •

When the fans will see more exciting and good-natured competition like the Ken Miles-Jean Kunzle fracas and less grousing and childish pouting by the losers?

• • •

If the phenomenal pit job that Norm Hotchin of Worldwide did by changing bearings in a mere 22 minutes during the six-hour race went unnoticed?

• • •

Whether there's any truth to the statement that Detroit is coming out with a mink sports car designed to appeal to the moneyed segment of the motoring public?

• • •

What happened to a Torrey Pines endurance race trophy winner that caused him to disappear for six laps before the 45-minute time limit?

• • •

How many people saw a noted coast sports car driver bring his car onto the circuit for a fast practice lap during the running of the six-hour race?

● Vignettes

★ ★ ★

THANKS TO OUR READERS . . . VON NEUMANN INCIDENT . . . PEACE COULD BE ON HORIZON . . .

—by Gus V. Vignolle—

IT IS NOT necessarily newsworthy to point out that any publication enjoys the predilection of blowing the trumpet lustily in its own favor, and the hell with everything else.

Which brings us to the flood of mail we received following the first issue of MOTORACING. It was truly gratifying. The interest and reception exceeded our fondest expectations. It served to show the great need for such a publication in Southern California.

Now this could be just plain old poop. We could be pirouetting and yodelling on the mountaintop and basking in the afterglow of the returning echo, the equivalent of "Wow, are you great!"

But it wasn't so. No bool.

Just fandango over to the office and ask Anne Evans for a peek at the letters and postcards. Unfortunately, we have no record of the vast number of laudatory phone calls received.

Naturally, some didn't turn cartwheels after the first issue. We expected that. It is axiomatic that you cannot please everybody all the time.

DO-IT-YOURSELF BRAIN SURGERY KITS

Matter of fact, we personally know of two clowns who were so violently upset after the first issue of MOTORACING that they are still under the care of their croakers.

Their malady has been diagnosed as inflammation of the medulla oblongata, which is the lowest or posterior part of the brain, tapering off into the spinal cord.

Naturally, this has distressed us because we hate to see anybody plagued by the gout, ossification of the futzell tromm-tromm, inflammation of the medulla oblongata or, for that matter, any other infirmity, trivial or great.

So we are going to do these two clowns a real big favor. We are going to send them, by special messenger, one of our special Do-It-Yourself Brain Surgery Kits.

And the best of luck to you!

The No. 2 subject discussed in the mail served to distress us—and this is a matter we personally did not want to comment upon, but now feel that we must. Reference is made to the John Von Neumann incident, which has now fully reached the proportions of a *cause celebre*.

On page 2 appear just some of the letters received by MOTORACING. Most have to do with acceptance of the paper. Some are beefs, some by eccentrics, etc.

SOME THINGS YOU CANNOT PRINT

But we did not print one single letter on the Von Neumann incident (the donnybrook with the California Sports Club and the now-famous Dealer Bulletin 12) because of their inflammatory nature. After all, this paper gets into the home—and your daughter or mother may read it.

Furthermore, some of our advertising representatives report that in contacting some of the dealers handling the products distributed by Mr. Von Neumann they were informed, "Nope, very sorry." And, under questioning, the reason given was that since this publication had brought the incident out publicly, they (the dealers) did not wish to displease Mr. Von Neumann for reasons that should be plainly obvious.

We believe this is purely fallacious reasoning on the part of the dealers. At least, we want to hope that it is.

Johnny, himself, is a fine person who served with distinction in the U.S. Army. He is an excellent driver, and few, if any, can handle a Porsche the way he does.

MILES CAN MAKE IT AWFULLY TOUGH

Naturally, he is going to quiver and quake and sweat while being hounded on the course by Ken Miles in that green MG Spl. bomba de hierro. But then how would you feel with Miles breathing down YOUR neck?

Nevertheless, Johnny beat Miles in the last Santa Barbara 30-minute qualifying under 1500cc race for modifieds. And you can't be a bum and beat Ken Miles, that's for sure!

Johnny is excitable at times, but then who isn't. Some claim he is oftentimes misguided, but that could be a matter of conjecture. We know he or his firm must have disseminated Bulletin 12 in a fit of anger, yet we are willing to wager our last pfennig he will admit he is sorry it happened and he would make sure something like that never occurs again.

There are two sides to his protest with CSCC—the strict, technical interpretation of the rules (in which he was right), and the more elastic and acceptable intent of the rules (in which this writer feels he was wrong and the club was right).

Von Neumann has said the SCCA Grand Central Airport races at Glendale Nov. 13 will be his last. He is unable to devote the proper amount of time to road racing. The onus of his heavy business activities and responsibilities has him at the end of his tether.

This writer hopes Grand Central will not be his swan song. We hope Johnny makes his peace with the CSCC. And do you know what would be tantamount to the smoke coming out of the ol' bowl?

BET HE RACES AT PALM SPRINGS

Well, we'll tell you. It's the entry of John Von Neumann for the CSCC's Palm Spring races Dec. 3-4.

That would be a graceful and popular exodus. Then everybody could shake hands. Lots of abrazos. A good triple belt to warm the cockles of the heart and make the very fibres tingle.

What a wondrous exit from the local road racing picture that would be for John Von Neumann (if it is true he wants out)!

And we are willing to wager (that last pfennig again) that he will be on the starting grid at Palm Springs.

Any takers?

And please understand, gentle reader, that this scrivener has not been chewing hashish or puffing on the ol' Oriental Oboe (opium pipe, to you) . . . at least, not for the last couple of hours! PEACE—IT'S WONDERFUL!



LOOK OUT, HAY!—In this smashing action, captured by Lensman Marvin Reichler, Art Wilcox of the L.A. Times team slams his MGTF into the

hay in the Torrey enduro. He did the shredding on turn 2 after 45 minutes and unhappily had to sit out the rest of the race. He was banged up slightly.

TOP FIELD DUE FOR SCCA GLENDALE RACES NOV. 13

Although no names of entries had been announced at presstime, indications were that a sterling field of notable drivers would start in the Grand Central Industrial Centre National Sports Car Races Sunday, Nov. 13, at what was formerly known as Grand Central Air Terminal in Glendale.

The series of five races over the newly-fashioned two-mile course will be staged by the Sports Car Club of America, Los Angeles Region. The circuit is located near the intersection of San Fernando Rd. and Sonora Ave.

They are billed for the benefit of the Police Relief Fund and the Olympic Games Fund.

SATURDAY PRACTICE

On Saturday, Nov. 12, from 8 a.m. to noon, registration and

safety inspection will be held at the course by appointment only.

A compulsory drivers' meeting is set for noon, with mandatory practice slated from 1 to 5 p.m.

Racing opens at noon Sunday. The schedule is as follows:

RACING SCHEDULE

Race 1, noon, 15 laps (approx. 30 mi.), production cars in classes F, G, H.

Race 2, 12:45 p.m., 15 laps, production cars in classes C, D, E.

Race 3, 1:30 p.m., 10 laps (approx. 20 mi.), unrestricted category, including Formula III.

Race 4, 2 p.m., 50 laps (approx. 100 mi.), under-1500cc, senior drivers only.

Race 5, 3:30 p.m., 50 laps (approx. 100 mi.), over-1500cc, senior drivers only.

Entries close Friday, Nov. 4. Entries should be mailed to Box 15685, L.A. 15. Fee is \$15 per car

for SCCA members, \$32.50 for non-members.

One certain name starter should be John Von Neumann, Hollywood, a tough threat in the under-1500 with his Porsche Spyder. It is rather unlikely at this writing that Ken Miles, his toughest driving foe in an MG Special, will be on hand to offer any worries.

McAFEE THREAT

A tough driver in the big-bore probably will be Jack McAfee, Manhattan Beach, in John Edgar's 4.9-liter Ferrari-Mexico Spyder.

The circuit features hairpin turns, dog-legs and two long straights of 3000 and 4000 feet.

The front straight comes to an abrupt end at a tight 180 degree switchback to the left. This leads almost immediately into a wide, (Continued on Page 4, Col. 3-4)

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SPORTSMANSHIP AT LONG LAST . . .
CHEERS TO A HARD-WORKING MOB
By Jim Mourning

THE DISJOINTED construction and hysterical note present in this bid for Mr. Pulitzer's prize can be attributed to the fact that your scribbler finally snared a ride after to these many moons as a member in good standing of the helmet-in-hand brigade. And the Reg Parsons/Jim Mourning Morgan entry snagged a third in class at Torrey at the cost of a set of highly wrinkled bearings. But since it is highly doubtful that this news will panic Fangio or Moss or their ilk, leave us move on to other chere items.

If there was one thing that struck out like a continental kit on a Monza Ferrari at this session of bale thumping, it was sportsmanship. Although there has been much frantic dashing hither and yon and equal amounts of moaning and groaning over the lack of it in the past, Torrey was practically dripping with the stuff. At one point, gestures to pass became so plentiful that it looked like a congregation of semaphore enthusiasts.

A REAL DUEL

And seldom have the spectators witnessed such good-natured dicing as the bit put on by Ken Miles and Jean Kuntzle. Even when Ken was doing everything but polishing Jean's helmet with the fan belt, Kuntzle had enough humor to wipe imaginary perspiration from his brow with sweeping, exaggerated gestures as he thundered past the start-finish line.

The camaraderie in the pits was matched only by the magnificent heights to which some of the basket brigade rose for the occasion. As a matter of fact, some of them rose so high that they got a nose bleed. And although picking individual cases is something like a disgustingly healthy turkey poking out his neck on Christmas eve, we must report that the pit grapevine was growing grapes at a rapid rate about Norm Hotchin of World-wide. Seems that in order to keep the Jim McEachen/George Rosenthal Doretti running, he slapped in two sets of bearings, the first job taking a mere 22 minutes and the second only 31! How did the race look from a prone position, boy?

And, of course, a deep bow should be made in the direction of the hard-working mob

that held the whole jolly affair together. Although flagmen and crowd control personnel were screaming for buckets in which to soak their tired feet, the scorers and officials who sat hour after hour on the flat bed truck were pleading for a little larger type of container. But the kiddies who had a real problem were the communications personnel who had to stand all day with ear-phones on their heads.

BRACKEN A CASUALTY

There was, naturally, the full quota of bale-bashing by those whose exuberance tempted them to defy the laws of physics, but despite it all, only one serious injury was reported. Seems Crowd Control Marshal Dave Bracken tripped over his official's ribbon and badly dislocated his Riley Club pin.

Whole affair came to a conclusion with the awarding of trophies at some hamburger joint out in the toolies the next Wednesday and some of the dicers needed their pit crews on hand to help tote home the hardware. Six-hour winner Pearce Woods grabbed off the Pimm's Cup the first time it was offered and what a beer mug this is going to make, believe thee us.

The banquet was brought to a snappy conclusion when Johnny Porter was presented with the Order of the Purple Garter by the hard-working Women's Sport Car Club gals who appreciated the things he's done for cons and cons past. Only award missing was the one that should have gone to Jean Kuntzle for the most highly used car. If they ever rig such a category for a concours, the staff will match a tired ole Singer and a very second-hand Henry J against it, Jean.

See you when they rev up again.

URA Aids Pilots Find Sponsors for Cars

Roy Ross, URA racing director, reports the association will help drivers obtain a sponsor for their cars to defray some expenses at the Willow Springs midget road races Sunday, Nov. 6.

The track will be open for practice Saturday from noon to 4 p.m.

For entry blanks, please contact Ross at Kimberly 3-2040.



SPEEDBURNER—One of the threats in the over-1500cc feature for senior drivers at the Grand Central races, Nov. 13, should be Jack McAfee, Manhattan Beach. He is due to go in a 4.9-liter Ferrari.

Five Races Billed at New Grand Central Road Track

(Continued from Page 3)

sweeping 180 degree turn, this time to the right.

SHARP TURNS

The short straight follows the second turn and brings one to a 45 degree right-hand bend. This

is followed by a sharper turn, also to the right, of almost 90 degrees.

The 4000-foot back stretch is characterized by two fast dog legs at both ends and slight kink in the center.

2 Hydroplane Marks Set

A brace of world's records were set recently in the National Desert Regatta held at the Salton Sea.

Bob Boehm, Healdsburg, zoomed his 136 cu. in. Jerky at 83.8985 mph, topping the 83.3325 mph record set shortly before by Gene Souza, Oakland.

Carl Maginn, Glendale, hit

AMAZING!

A car air-conditioning compressor unit no larger than a football has a cooling capacity approximately equal to 24 household refrigerators.

SWEDES CAN'T WIN

In Sweden, local police are using helicopters on an experimental basis for detecting traffic offenders.

Good News

Jim Tunison is now back home in Lancaster and will be to work in a few days. He suffered a concussion, abrasions and a broken wrist when he flipped his MGTC at Torrey Pines.

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250 MILE
MIDGET ROAD RACE

Sanctioned by U.R.A. and B.C.R.A.

SUNDAY, NOVEMBER 6th

WILLOW SPRINGS

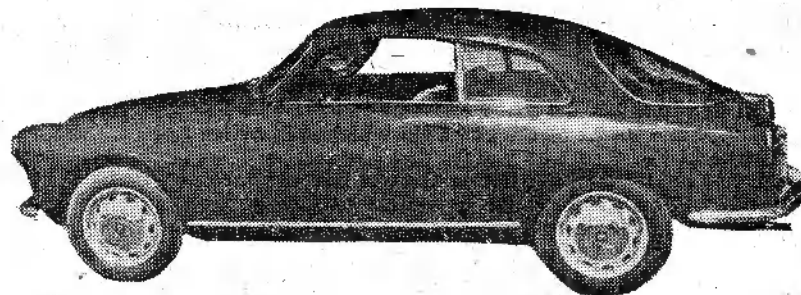
Race Starts 1:00 PM Highway 6, Turn West at Rosamond

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1956

Renault

• Checkered Flag

★ ★ ★

THE PEASANTS ARE HORSEPOWER GOOFY . . .
PENALIZE THE TRAFFIC VIOLATORS . . .

By Art Luring

Los Angeles Times Columnist

BY NOW the public has been thoroughly drenched with great gobs of horsepower and torque mightily splashed by inspired copy-writers and ad-layout wizards.

In the '56 scheme of things automotive a car simply "ain't" unless it boasts a V-8 that delivers at least 200 HP and can jet-propel the family-type sedan from zero to 60 in 10 seconds flat—or less! A few sixes are being fabricated—some in single color but only a rugged individual would risk ostracism by selecting such a vehicle. The majority is aflame with the allure of power and "torque." People act like kids turned loose in a candy factory. They do not know whether to buy car A with 202 HP, B with 205 or shoot an extra hundred or so inflated Yankee dollars and "step up" to a 220-plus HP monster.

No one seems to worry that while the majority of our domestic cars are lightning fast, soft-riding and deadly quiet in operation—they can neither negotiate high speed curves with any degree of safety or adequately perform sudden stops from "normal" cruising speeds.

LONG TIME FOR DETROIT TO WAKE UP

It took to these many years before competition forced Detroit to consider door locks that would not spring under impact and safety belts which would help keep bodies within machines under the stress of abrupt deceleration. Perhaps one of these generations our engineering geni will take another look at competition steering geometry, suspension and brakes and finally come out with a car that will be safe to operate at the speed its engine is capable of developing. Quien sabe?

• • •

Meanwhile the hue and cry about traffic carnage goes on apace. To paraphrase Mark Twain's classic weather remark: everyone grumbles but no one does anything about it. Your writer herewith tosses out this one for size: Life insurance companies should be concerned about the mounting death toll.

WORK FOR THE INSURANCE BOYS

The average policy hedges when it comes to the risk of "flight," yet double indemnity settlements are made when an individual thoroughly mashes himself on the highway. Why not put the onus upon the insurance boys? Let them check a person's driving record. If the insured has been cited by the police for three moving traffic violations within a given period—say 12 months—or has been involved in fender-scrapings then why not automatically raise his insurance premiums as a doubtful risk? It is well known that most people can take a poke in the nose with considerable aplomb. They howl only when their pocket book has been tapped. This is a thought and it MIGHT WORK!

• • •

KESSLER HAS BEEN KEEPING AWAKE

PARTS BIN: Bruce Kessler did a smooth job of 300SL'ing in the recent Torrey Pines speeddazzle. Evidently continuing experience plus words of sage advice from mentors such as Bill Pollack, have taken seed. One of these days Master Kessler will collect large quantities of trophies . . . The forthcoming National road races slated for Glendale's Grand Central Airport Sunday, November 13, should entice a few of the mid-west and eastern stellar tire-shredders. The 2.1 mile course has been gimmicked to provide enough straightaway for leadfeet like Kimberly and Cunningham, to mention a few. According to Mike Hamilton (it's a she) of the local SCCA office, wins in this meet will provide big, juicy points for national amateur sports car championship brackets . . .

DO YOU KNOW?

Q. & A. DEPT. . . .

WITH ROAD RACING expanding at a fantastic clip, it is becoming ever more difficult to achieve the rank of historical expert. But here are a few things you must know about local affairs if you ever aspire to such a goal.

HERE ARE THE QUESTIONS

1. Do you know what the first speed event ever sponsored by the California Sports Car Club was?
2. Where was racing by classes first tried?
3. Where was the first women's race held?
4. Where was the first race run strictly for Formula III?
5. Who was the first president of the California Sports Car Club?
6. Who won the first Palm Springs race back in 1950?
7. Who won the first annual Singer Owners' Club Hill Climb back in February of 1954?
8. When did the first Ferrari appear in West Coast competition?
9. Who won the first six-hour endurance race at Torrey Pines?
10. What do Lammy Lamreaux, Ed Kretz and Johnny McLaughlin have in common?

AND THE ANSWERS

(1) A hill climb in Palos Verdes in 1949. (2) At the Santa Ana Road Races on June 25, 1950. (3) At Madera in 1952. (4) Once again, Madera in 1952. (5) Stan Mullin. (6) Sterling Edwards in the Edwards Special. (7) Ernie McAfee in a Siata. (8) When Marshall Lewis won the second Palm Springs event in one in 1951. (9) Louis Brero in a C-Jaguar. (10) They all had established reputations as top motorcycle racers before turning to cars.

Sportraits ★ ★ By Manning Hall



KEN MILES

Novice Pilots Benefit from New Assn.

Designed to develop and permit novice drivers to compete in speed events, Road Racing Training Assn. has been organized in Laguna Beach and will embrace a number of Los Angeles sports car clubs.

At the same time, James M. McEniry, organization chairman of the new group, announced the first event, a series of speed trials, will be staged Sunday, Nov. 6, at the Reche Canyon Road Race course in Colton.

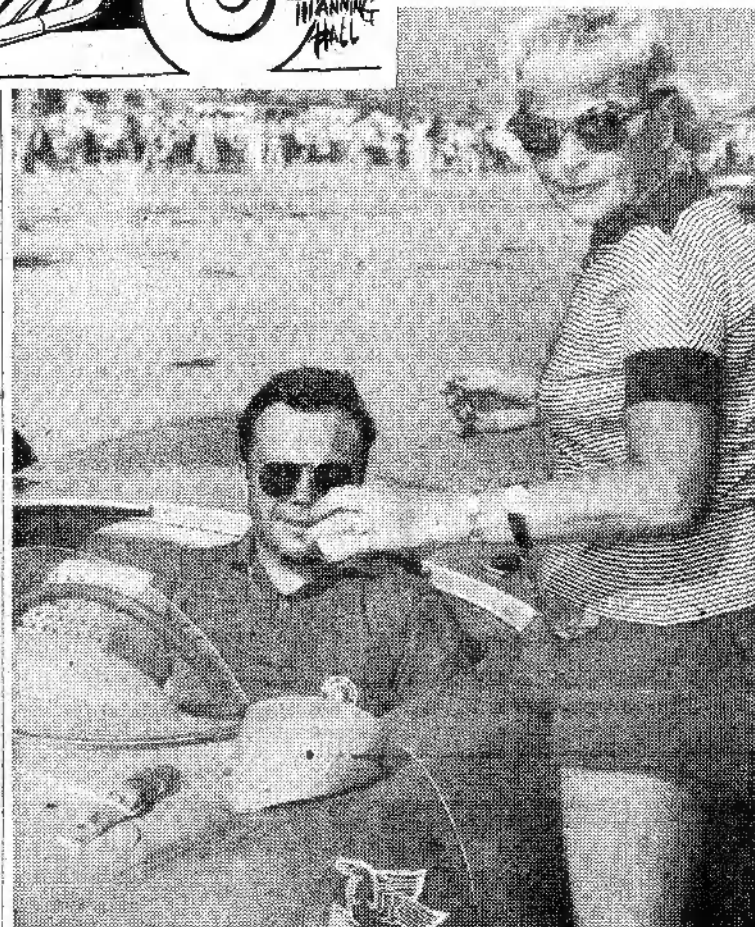
Scrutineering is from 8 a.m. to noon, with the first car hitting the quarter-mile course an hour later. The track, donated for this event (a \$300 saving) by H. L. McGraw, is 11 per cent down-grade with an eighth-mile straight.

EASY AT FIRST

Fostering small club road racing, the group soon hopes to bring drivers out on the course together, once the familiarization period is over.

Trophies will be awarded Sunday, and McEniry announced there will be a class G "in order not to throw the MGs against the Porsches." Family sedans go in their displacement classes. It will be possible to pickup parts at cost at the course.

An open event, the trials will be open to all novices. RRTA is now comprised of



JOHN AND ELEANOR—John von Neumann, the noted Porsche pilot, gets a sip of aqua from wife Eleanor after one of his Southland wins. One of the favorites in the under-1500cc feature with his Spyder at Grand Central races, Nov. 13, John is one of the leaders in the national SCCA point standings.

nearly 50 members, and all the smaller L.A. clubs will be contacted. McEniry can be reached at 21314 Laguna Canyon Rd., Laguna Beach.

50-CENT TAB

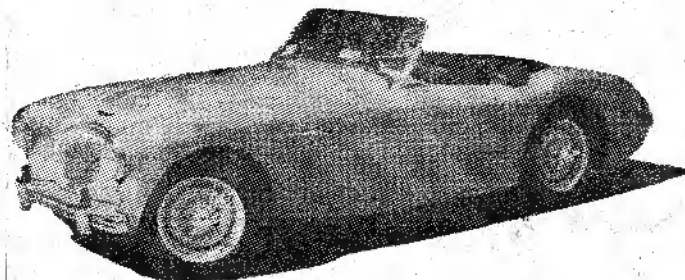
A group of businessmen are "angels" for the first shot.

Tab at Sunday's deal is 50 cents for bleacher seats.

Some of the big-club nabobs assertedly are in back of this new movement.

McGraw eventually plans a two-three-four mile course at the Colton site.

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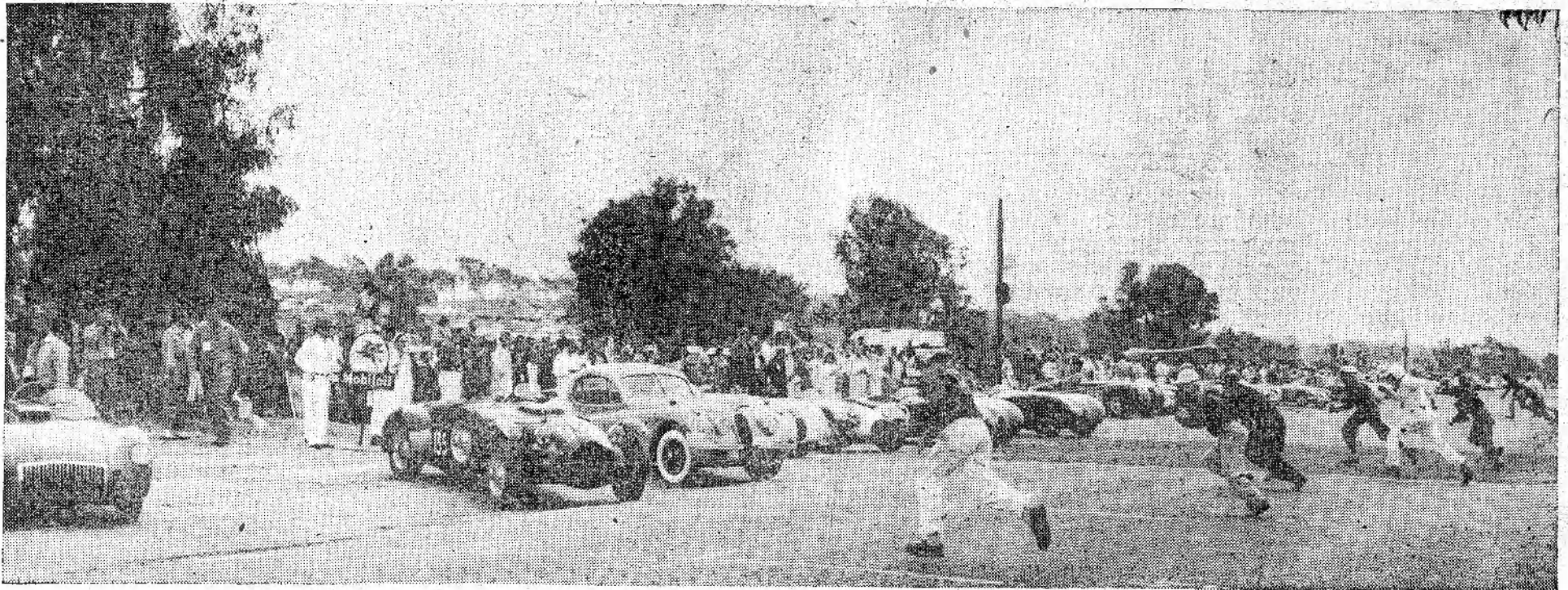
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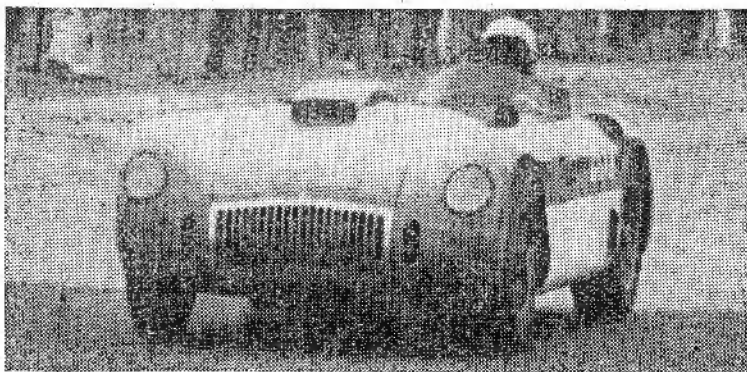
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THE LE MANS START FOR TORREY PINES SIX-HOUR RACE—

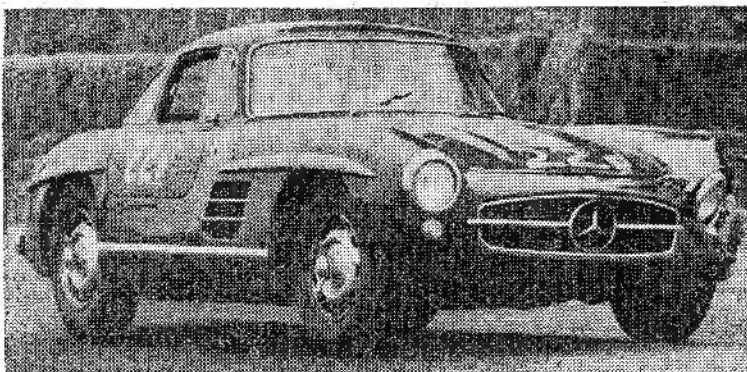


Drivers Dash Across Track as Tough Endurance Grind Gets Under Way

Over-All Race Victors



Bill Murphy-Buick Kurtis . . . Modifieds Over-1500cc



Bruce Kessler-Mercedes 300SL . . . Productions Over-1500cc



Jean Kunstle-Porsche Speedster . . . Productions Under-1500cc

PHOTOS BY NEHAMKIN

Unless indicated, all Torrey Pines race photos on pages 6-7, are by Lester Nehamkin, MOTORACING staff photographer.

GOOD IDEA!

In San Salvador, a motorist who injures a person in an accident in which the driver is at fault must stay in jail until his victim recovers.

Murphy & Miles Win

(Continued from Page 1)

Mercury engine as compared to Murphy's power-brimming '55 Buick.

Jack McAfee, Manhattan Beach, in John Edgar's 4.9-liter Ferrari-Mexico Spyder, which never seemed able to uncork, was third, some distance back.

And a surprising fourth was Ed Kretz, Monterey Park, the motorcycle kingpin, in a class D Nick Pastor Triumph TR2. (Imagine a TR2 in all this heavy company; 4th over-all and, of course, 1st in class.)

How did Murphy make it?

A HEFTY LEAD

He boomed into a tremendous lead at the outset, a good 15 seconds over Wally Edwards and McAfee during the first three laps. He maintained the lead through the eighth lap, but on the ninth it was rugged Tom Bamford, Cad-Allard, who moved into second on the fourth lap ahead of McAfee and Daigh.

From the ninth through the 22nd lap it was all Bamford with plenty of white space. Matter of fact, he held a 27-second lead over Murphy on the 15th lap. It was at this juncture that Harrison Evans, who had moved up steadily to fourth and doing a fine job in a Jaguar XK 120C, dropped out.

Coming around on the 21st Bamford's powerplant sounded sick, and the press boys in Otto Zipper's VW Microbus quickly tabbed Murphy. Bamford still led on the 22nd, but didn't come around for the 23rd.

Instead, it was Murphy, Daigh, McAfee and Edwards. Murphy led on the 24th, but then, surprisingly, it was Daigh in front on the 25th.

MURPHY SCORES

And now, under a slate-colored sky and on the fog end of a great day of racing, Murphy caught Daigh less than 50 yards on the finale to get Al Torres' checkered flag.

In the one-hour for modifieds under-1500 it was that perennial winner, Britisher Ken Miles, Hollywood, in his green underslung MG Special, a good 17 seconds ahead of Jean Pierre Kunstle, Carmel, in the Porsche Spyder with which he and W. R. Turner grabbed fifth in the enduro.

Miles averaged 68.8 mph, narrowly topping Murphy's

(Continued on Page 8, Col. 1-2)

Torrey Racing Charts

Race No. 1		Race Title: Prod. up to 1500cc		Time: 31:34	Ave. 61.6
		Laps 12		Miles 32.4	
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	57		Kunstle, Jean	Porsche Spd.	1
2	86	:08	Johnson, Dale	Porsche S. Spd.	2
3	25	:52	Hanford, H.	MG A	3
4	174	:95	Shillam, Dennis	Porsche Sup.	4
5	35	:96	Wheeler, Howard	Porsche Spd.	5
6	7	:105	March, Roy	Porsche Sup.	6
7	105	:114	Butler, Hal	MG TF 1500	7
8	141	:144	Sinclair, S. L.	MG TD	8
9	113	:146	Sanders, Mark	MG TF 1500	9
10	187	:159	Howard, Spencer	MG TF 1500	10
11	110	1L:03	Alcazar, Chuy	MG TF	11
12	80	1L:05	Brigham, Robert	MG TF	12
13	165	1L:38	Harris, James	MG TF 1500	13
14	65	1L:41	Spencer, Lewis	MG TC	14
15	237	1L:42	Taylor, Sam	MG TD	15
16	81	1L:51	Stone, Walt	MG TD	16
17	28	1L:56	Dredge, Steve	MG TC	17
18	68	1L:57	Van Law, Pete	MG TD	18
19	111	1L:76	Boyles, Richard	MG TD	19
20	153	1L:86	Baker, Thomas	MG TD	20
21	133	1L:94	Royer, Don	MG TD	21
22	300	1L:105	Hackman, James	MG TD	22
23	158	1L:106	Pattison, Bob	Singer	23
24	126	1L:117	Miller, Paul	MG TD	24
25	107	1L:118	Carson, James	MG TD	25
26	151	1L:124	Miller, Leon	Singer	26
27	144	1L:126	Dredge, Bill	Singer	27
28	39	1L:138	Will, Robert	MG TD	28
29	37	2L:08	Sutton, George	MG TD	29
30	74	2L:37	Rippol, Maurice	Volvo Sed.	30
31	116	2L:42	Treichler, Harold	DKW	31
32	19	2L:57	Lachman, George	MG TD	32
33	214	2L:111	Brigandi, Karl	MG TF 1500	33
34	160	2L:162	Baker, Chas.	Panhard	34
35	40	2L:189	Karrel, Gordon	VW Sed.	35
36	185	3L:135	McLaughlin, John	Hillman	36
37	140	4L:152	Hardy, Lyle	Hillman	37
38	121	6L:51	Thompson, Louis	MG TD	38

Did not finish—11, 26, 84, 94, 100, 139, 160, 162, 170

Race No. 2		Race Title: Prod. over 1500cc		Time: 32:13	Ave. 65.4
		Laps 13		Miles 35.1	
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	22		Kessler, Bruce	Merc. 300SL	1
2	103	:27	Critchlow, Ces	Mer. 300SL	2
3	13	:42	Willett, Bob	XK120M	3
4	69	:43	Weller, Bob	Arnolt-Brist	4
5	59	:110	Oker, Bob	XK140MC	5
6	12	:121	Cleye, Rudy	Morgan Plus 4	6
7	5	:126	Yarter, Ned	Arnolt-Brist	7
8	77	:132	Forbes-Robinson, E.	Arnolt-Brist	8
9	128	1L:07	Breskovich, Jack	Aust. Heal	9
10	134	1L:22	Irvin, Hugh	Aust. Heal	10
11	8	1L:34	Kagan, Myron	XK140M	11
12	190	1L:58	Kretz, Ed	Aust. Heal	12
13	143	1L:72	Hively, Gerald	Merc. 190SL	13
14	72	1L:77	Robinson, John	XK120	14
15	31	1L:86	Flynn, Lee	XK120M	15
16	83	1L:108	Forde, Wells	Droetti	16
17	117	1L:120	Walkins, William	Merc. 300SL	17
18	247	1L:140	Bonen, Berger	TR-2	18
19	42	1L:146	Poe, Elvin	TR-2	19
20	71	1L:170	Burdick, Earl	TR-2	20
21	95	2L:70	Hosch, Martin	Aust. Heal	21

Did not finish—14, 23, 49, 85, 131, 167, 193, 256

Race No. 3		Race Title: Ladies		Time: 16:51	Ave. 57.7
		Laps 6		Miles 16.2	
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	149		Sawyer, Pat	TR-2	1
2	5	:16	Hoppe, Dr. H. C.	Arnolt-Brist	2
3	71	:75	Turner, Eunice	Aust. Heal	3
4	237	:133	Taylor, Norah	MG TD	4
5	42	:135	Poe, Yvonne	TR-2	5
6	229	:178	Street, Ruth	Singer	6

Race No. 4		Race Title: Mod. up to 1500cc		Time: 58:55	Ave. 68.8
		Laps 25		Miles 67.5	
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	50		Miles, Ken	MG Sp.	1
2	127	:17	Kunstle, Jean	Porsche Spy.	2
3	125	1L:55	Louden, Bill	Oscar MT4	3
4	88	1L:58	McAfee, Jack	Porsche Spy.	4
5	169	1L:105	Porter, John	Porsche Spy.	5
6	123	1L:142	Menefee, Bob	MG TC	6
7	215	2L:06	Pearson, Ron	MG Sp.	7
8	159	2L:48	Eschrich, Wm.	Eschrich Sp.	8
9	55	3L:01	Monise, Frank	MG Sp.	9
10	25	3L:15	Hanford, H.	MG A	10
11	122	3L:22	Buchanan, G.X.	Lotus Mk 9	11
12	38	5L:12	Duff, Jack	Panhard Sp.	12
13	45	5L:39	Winters, Paul	Halfday Ren. Sp.	13
14	93	5L:104	Evans, Art	MG Sp.	14
15	32	10L:53	Holbrook, Robert	Crosley Sp.	15

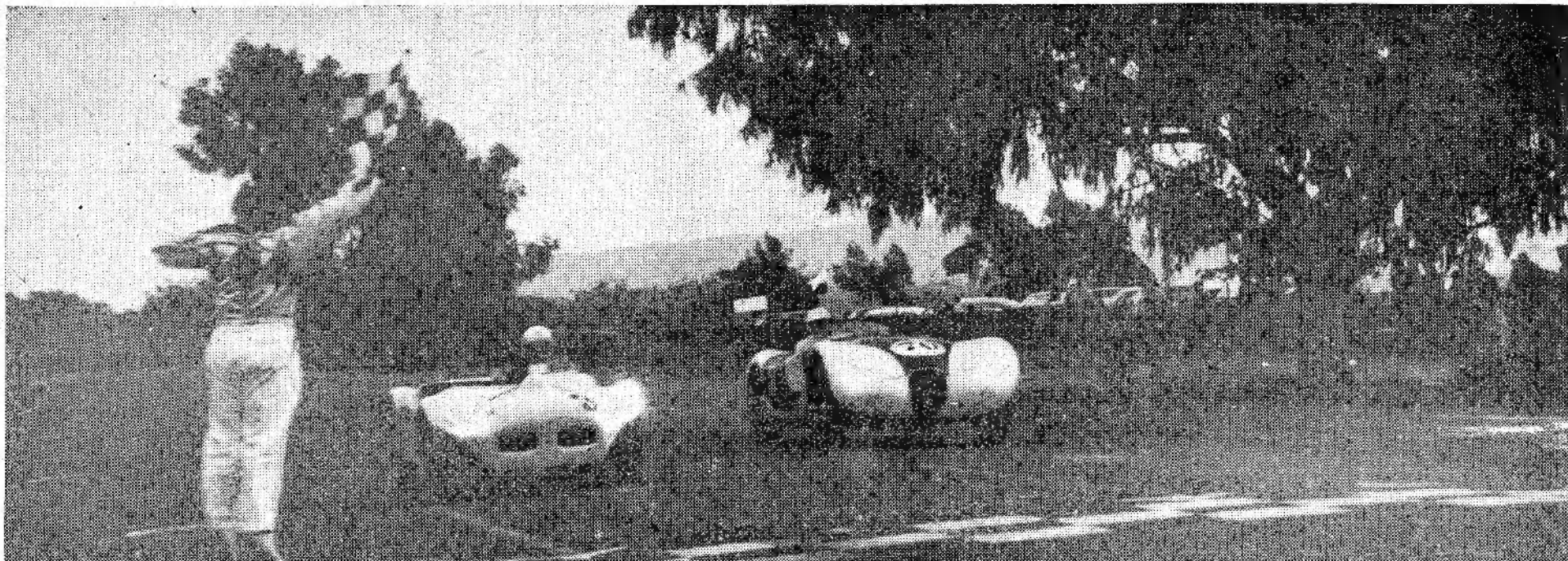
Did not finish—4, 17, 44, 56, 90, 91, 92, 114, 136, 156, 160, 181, 250

Race No. 5		Race Title: Form Libre—Form III		Time: 14:25	Ave. 67.4
		Laps 6		Miles 16.2	
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	47		Fox, John	Cooper	1
2	101	:58	Morrow, Harry	J.B.S.	2
3	62	:63	Becker, L.	Cooper	3
4	105	:101	Cooper, Gordon	Alfa Romeo	4
5	75	1L:96	Thornin, Dave	Cooper	5

Did not finish—3, 6, 34

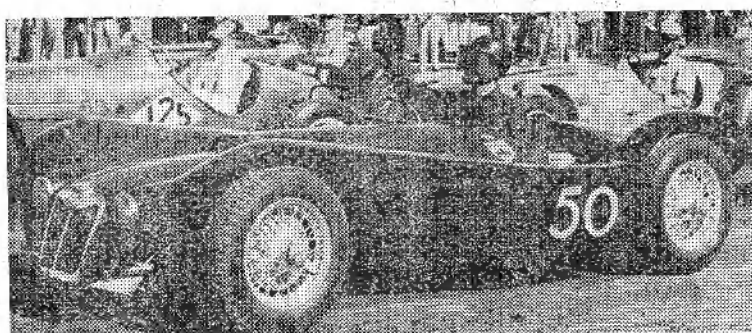
(Continued on Page 7, Cols. 1-2)

AND HERE COMES WINNER WOODS TO GET CHECKERED FLAG

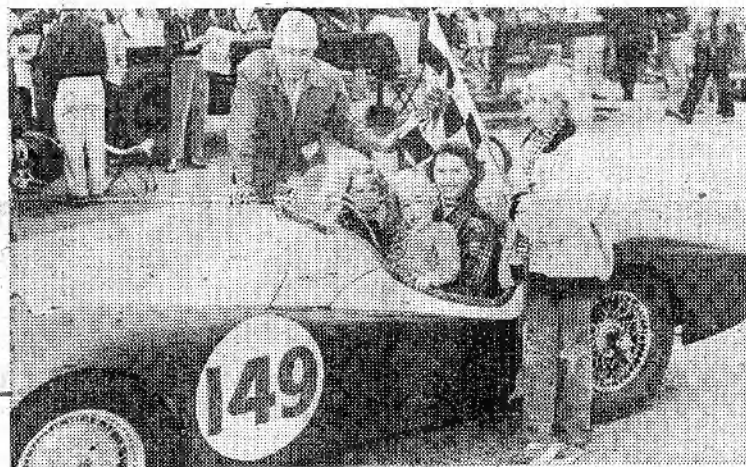


Pearce Woods (70) Finishes Solo Iron-Man Stint in Jaguar 120-C

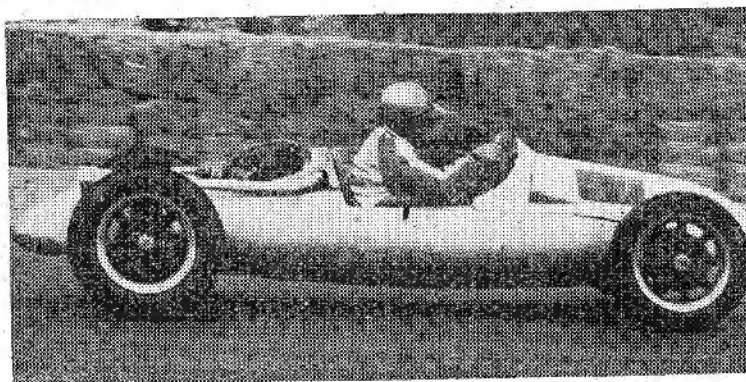
Over-All Race Victors



Ken Miles-MG Special . . . Modifieds Under-1500cc



Pat Sawyer-Triumph TR2 . . . Women's Race



Johnny Fox-Cooper . . . Formula III

Ray Guttman

Torrey Racing Charts

(Continued from Page 6)

Race No.	6	Race Title	Mod. over 1500cc	Laps	26	Miles	70.2	Time	1:01:30	Ave.	68.5
Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position	B	C	D	E
1	20			Murphy, Bill	Kurtis Buick	1	1				
2	138		:01	Daigh, Chuck	Trout-Barnes S			1			
3	98		:119	McAfee, Jack	Ferrari Mex			2			
4	149	1L:82		Kretz, Ed	TR-2					1	
5	146	1L:85		Edwards, Wally	Edwards Sp.	2					
6	102	1L:112		Rowley, Wm.	Nardi-Chev.			3			
7	120	2L:13		Bythiner, Klaus	Allard J2K						
8	10	2L:15		Sawyer, Robt.	Frazer-Nash						
9	184	2L:34		McLaughlin, John	Arnolt-Brist						
10	129	2L:98		Gurney, Dan	TR-2						
11	36	5L:184		Scholtes, Rod	Aust. Heal 100					2	
12	104	6L:41		Firestone, James	TR-2						4
13	53	6L:162		Knowe, Bill	TR-2						3

Did not finish—1, 21, 27, 58, 67, 130

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Jag Again Nabs 6-Hr.

(Continued from Page 1)

2.7-mile Torrey course last July.

Third were Bill Pringle-Roy Jackson-Moore, Austin-Healey; Jack McAfee, solo, Porsche Spyder; Jean Kunstle-W. R. Turner, Porsche Spyder. Next came Brero and R. C. Gillespie in a Lancia Spyder.

35 FINISH RACE

Thirty-five finished from a field of 55—much better than '54 when 37 out of 67 made the grade.

"Index of performance"—minimum distance given each driver based on engine size—was won by Francois Crouzet in a little LeMans DB Panhard. He was 11th over-all, first in class M and his feat was all the more remarkable, since he not only drove alone, but failed to make a pit stop!

As close as they could reckon, he was alone in this respect.

Murphy bombed his Buick-Kurtis into the lead quickly and stayed there for 65 laps, two hours and 45 minutes into the race. With his relief, Bill Stroppe driving, a radius rod went on the blink, shelving the iron.

WOODS TAKES LEAD

Woods, who was in second place, quickly shot out in front and was never headed. He was trailed all the way by Hill and O'Shea.

The victor, who owns the Jag with Bob Downey, said he lost his clutch 45 minutes before the finish. His only pit stop came four hours, 15 minutes into the race.

Classified

Classified ad column helps you. Sell or trade that car. Rates are 10c per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next publication date: Nov. 18. **MOTORACING**, 8826 Sunset Blvd., Los Angeles 46. CRestview 6-7165.

NASCAR RACE

NASCAR final short track date is Sunday, Nov. 6, at the Fayetteville, N. C. Champion Raceway.

PERFECTION SOUGHT

One new V-8 engine was tested more than three million miles under all conditions before being put into production.

LOTS OF LEATHER

The automobile industry consumes about 65 per cent of all upholstery leather produced in the United States.

6-Hour Racing Chart

Pos.	Car	Sec.	Behind	Driver	Make of Car	Class	Index of Perform.
1	70			Woods, Pearce	Jaguar C	1Cm	1.08
2	2	1L:07		O'Shea, Paul	MercB 300SL	1Dp	1.065
3	61	1L:126		Hill, Phil	Austin Healey	1Dm	1.097
4	88	5L:41		Pringle, Wm.	Porsche Spy	1Fm	1.15
5	127	7L:112		Jackson-Moore, Roy	Porsche Spy	2Fm	1.134
6	86	8L:32		Turner, W. R.	Lancia Spy	2Dp	1.053
7	184	10L:21		Kunstle, Jean Pierre	Arnolt-Bristol	1Em	1.066
8	21	10L:142		Brero, Louis	Porsche Spdst.	1Fp	1.111
9	11	10L:148		Gillespie, Bob	Porsche Spdst.	2Fp	1.111
10	13	11L:15		McLaughlin, John	Arnolt-Bristol	1Ep	1.059



Francois Crouzet-DB Panhard . . . 6-Hour 'Index'

Pos.	Car	Sec.	Behind	Driver	Make of Car	Class	Index of Perform.
11	181	14L:88		Crouzet, Francois	D. B. Panhard	1Hm	1.25
12	51	15L:63		Woodward, Fred	Jag Sp.	2Cm	.9575
13	5	15L:96		Erb, Harold	Arnolt-Bristol	2Ep	1.028
14	142	16L:137		Yarter, Ned	Aust. Healey	3Dp	.984
15	135	18L:43		Hoppe, Hildreth	Allard J2X	1Bm	.9366
16	68	18L:114		Piercy, Bob	Ferrari Spy. 1.9	2Em	1.003
17	160	19L:42		Stone, Walt	MG A	3Fp	1.038
18	25	19L:47		Ives, Ennals	MG A	4Fp	1.038
19	109	22L:26		Hall, Terry	Jaguar MC	3Cm	.9167
20	26	22L:56		Curtis, Eugene	MGTF	5Fp	1.0465
21	165	23L:77		Parkinson, Jim	MGTF 1500	6Fp	1.008
22	89	25L:34		Brigham, Bob	MCTD Sp	3Fm	1.016
23	53	27L:09		Miles, Ken	Tr2	2Dm	.907
24	171	27L:56		Yedor, Cy	MGTF	7Fp	1.005
25	96	28L:151		Robinson, John	Crosley Sp	2Hm	1.125
26	28	29L:132		Cleaver, Frank	MGTC	8Fp	.988
27	237	30L:36		Phillips, Ralph	MCTD	9Fp	.980
28	102	40L:105		Lumkin, J.	Nardi-Chev	4Cm	.777
29	82	43L:123		Snider, J. E.	Morgan Plus-4	3Ep	.808
30	92	46L:173		Evans, Harrison	Betes-Seigfried	1Gm	.9214
31	38	48L:180		Harris, James	Panhard Sp	3Hm	.936
32	16	57L:20		Boyd, Dr. Ed	Ford-DeSoto	5Cm	.653
33	43	63L:18		DeOlivera, Hank	Doretti	4Ep	.6527
34	173	79L:04		Knowe, Bill	Tr2	5Ep	.528
35	112	82L:04		Pierson, Thomas	DB Panhard	4Hm	.616

DID NOT FINISH

Pos.	Car	Sec.	Behind	Driver	Make of Car	Class	Reason
9	Friedauer, Bill			Porsche-Spdst.	Ep		Clutch gave out
17	Orr, James A.			Devin Panhard	Hm		Lost wire on generator
18	Devin, Bill			Jaguar C	Cm		Broken spark plug
19	Blackwell, Carlyle			Buick Kurtis	Bm		Broken brake line
20	Murphy, Bill			MercB 300SL	Dp		Broken Radius rod
22	Reventlow, Lance			Riviera Sp.	Fm		Hit Hay bale, damaged front end.
44	Kessler, Bruce			Jaguar C	Cm		Broke leaf spring.
54	Raville, Clarence			Morgan plus 4	Ep		Hit hay bale—Broken front axle
54	Ferrrell, John			Jaguar MC	Cp		Hit car—broken water hose.
54	Douglas, Jack			MGTC	Fp		Burned out rod bearing
54	Pickford, Bill			MG A	Fp		Broken oil line
59	Oker, Bob			Crosley Sp	Hm		Mechanical failure
63	Lozano, Ignacio			Devin Panhard	Gm		Left rear wheel wobble
63	Chamberlain, Jay			MG Spec.	Fm		Broken valve
65	Spencer, J. Lewis			Austin Healey 100	Dp		Broken piston
77	Peterson, Ralph			MGTC	Fp		Lost bearing
77	Forbes-Robinson, E			MG Spec.	Fm		Rod bearing, lost oil pressure
87	Hanford, Harry			MGTF 1500	Fp		Lost brakes, hit hay bales.
91	Patterson, Dean			Austin Healey 100	Dp		Fuel pump trouble, into ditch & broke 2 wheels
91	Mayer, Harvey			Abarth OSCA	Gm		Header tank burst, overheated, ran rod.
97	Scott, Wm.						
124	Hanford, Harry						
132	Menefee, Bob						
132	Curland, Bob						
132	Feuerhelm, Duane						
145	Playan, Marion						
145	Mausner, Bob						
187	Wilcox, Art						
187	Will, Bob						
196	Bicknell, Ralph						
196	Smith, Colin						
271	Buell, Temple						
271	Radinsky, Dave						



IT'S DAGWOOD—Arthur Lake, the film and radio comedian of Dagwood fame, is the latest celeb to turn to sports cars. He has been driving an MG and Renault in rallies. Here he is with Lorraine D'Essen and one of the famous Wolfeschmidt dogs.

Hill 1st at Sacramento

SACRAMENTO, Oct. 30.—Santa Monica's Phil Hill, one of the country's premiere road racing drivers, led from start to finish here today at the State Fairgrounds to win the 100-mile Governor's Cup sports car race.

Hill was behind the wheel of a red Ferrari Monza, and made the grade in the big-bore feature without too much trouble. He lapped everybody in the field except Lou Brero, Arcata, Calif., in a 2451cc Lancia Spyder.

Brero, who drove with a badly-cut hand that required several stitches shortly before the over-1500cc main event, finished second. He injured his hand in the pits.

67.6 MPH AVERAGE

Hill averaged 67.6 mph, and at one juncture flew around the 2.1-mile course at a clip representing 77.6 mph.

Ken Miles, Hollywood, MG Special, did not finish.

In the under 1500cc main, Pete Lovely, Seattle, was the winner in a Porsche Cooper. He averaged 65.5 mph for the 100 miles.

Following him were Miles and Sam Weiss, Portland, tooling a 1290cc Osca.

Harry Eyerly, Seattle, piloting a Crosley Special, nosed out Jim

Orr, Kentfield, Calif., Devin Pan-Paul O'Shea, Rye, N.Y., drove his Mercedes-Benz 300SL to an over-all triumph and first in class D in the race for productions over-1500cc. The race was a 15-lapper.

Rudy Cleye, Los Angeles, Arnolt Bristol, took first in class E.

The under-1500cc production race went to George Gartung, San Francisco, Porsche Speedster.

MORROW SECOND

In the Formula III spin, Ralph Ormsby, Seattle, won in a Cooper Norton. He was followed by Harry Morrow, Burbank; JBS-JAP, and Dr. Leon Becker, San Francisco, Cooper JAP. Johnny Fox, San Francisco, led for 10 laps until he cracked into a hay bale. Only three of the eight starters finished.

The race program was witnessed by a host of state dignitaries, including Gov. Goodwin Knight.

KESSLER WINS IN CRIPPLED SL

(Continued from Page 6)
mark. He hit 73 mph on the 15th lap. As usual, he laid back, working his way up from sixth spot on the first lap to first on the 14th, 35 minutes into the race.

MILES ON BEAM

With the exception of Kunstle, he lapped everybody, and from seventh on down he lapped everybody two, three, five and 10 times!

Bill Loudon, San Bernardino, Osca MT4, moved into third on the seventh lap and eventually finished in that hole, followed by Jack McAfee, this time in a Porsche Spyder, and Johnny Porter, Newport Beach, Porsche Spyder.

KESSLER MAKES IT

Young Bruce Kessler, Beverly Hills, no longer a playboy since going to work, scored a smasher with a crippled Mercedes 300SL (that had whacked the hay the day before) in the over-1500 production go. He took the lead from Ces Critchlow's Jag on the

fifth and was never headed.

This spoke well for Brucie, since the SL's front end was damaged, knocked out of balance, with the right front brake locking, failing to handle properly through the fast bends.

Kunstle (again!) won the under-1500 production in a Porsche Speedster. In this race Jim Tunison, Lancaster, flipped his MGTC on turn one, suffered minor injuries. He was removed to Scripps Memorial Hospital, La Jolla. Erich Bucklers flipped his mount on turn three, unhurt, and ditto Gilbert Bloemendaal, turn five, shoulder injury.

FOX A WINNER

Johnny Fox, San Francisco, Cooper, won the 500 race handily, and charming Pat Sawyer, Hemet, Triumph TR2, as usual, had little trouble besting the other damsels.

All Calif. Sports Car hands deserve a cheer—and that goes for Race Chairmen Joe Weissman and Ray Frug.

Calendar of Events

NOVEMBER 6—Road Racing Training Association, open time trials for sports cars, Reche Canyon Course, Colton, 1 p.m.
NOVEMBER 6—Gold Cup 250-mile midwest road race, Willow Springs.
NOVEMBER 6—Bobby Ball Memorial AAA 100-miler, Phoenix.
NOVEMBER 9—San Fernando FCCA, 8 p.m., elections, 5320 Fallbrook Ave., Woodland Hills.
NOVEMBER 13—SOCA Grand Central Airport Road Races, Glendale.
NOVEMBER 14—Lockheed SCC meeting, LERC Building, 7:30 p.m.
NOVEMBER 16—CSCC Dinner meeting.
NOVEMBER 19-20—NHRA National drag championship finals, Phoenix.
NOVEMBER 20—Santa Monica FCC, Rallye Finale, Ventura & Sepulveda, 7:30 a.m.
NOVEMBER 20—NASCAR 200-mile late model stock car road race, Willow Springs.
NOVEMBER 26-27—M.G. Car Club, "Tour Des Anges" annual rally.
DECEMBER 3-4—9th running Palm Springs Road Races, California Sports Car Club.
DECEMBER 5-11—Nassau Speed Week, Bahamas Automotive Club.
DECEMBER 21—Dinner meeting, California Sports Car Club.
DRAG STRIPS—Pomona, Sundays; San Fernando, Sundays; Long Beach, Sundays; Saugus, Saturday nights; Colton, Sundays; Santa Ana, Sundays.

In the Beginning:

EUROPEAN ROAD RACING LED TO SPORTS CAR BIRTH

By Jim Mourning

WHERE DID ALL this sports car business begin? Obviously these cars did not spring full blown from the drafting board of some genius. Nor are they the product of one man or one factory. They are the end result of an automotive evolution that spans over 60 years. Any search into the beginnings of the sports car, as we know them today, requires blowing away the dust of ages from the history of racing, for it is here that many of its roots are firmly planted.

Road racing in this country today is mostly a matter of sport, but the same cannot be said for the European forms of competition. Detroit has nearly abandoned test by competition in favor of testing grounds, but Europeans still believe in development through racing as did the early automotive designers.

CONDITIONS TRYING

From the valuable experience gained under the most trying of conditions, the pioneers of automotive engineering learned how to produce better braking, the necessity of better handling, the advantages of lightness and a lower center of gravity and literally thousands of other things that are reflected in the cars seen today. Even associated industries, such as tire companies and oil concerns, profited from the lessons learned.

It is highly probable that the first clash on the open road resulted from a difference of opinion between two hot-headed young Romans over the individual merits of their respective chariots. Unfortunately, history gives no concrete information to verify this belief.

And from these early times until late in the 1800's, the haze that shrouds racing on the road is seldom lifted. Undoubtedly more than one proud owner of a shining new horseless carriage indulged in a match race, but such events did not reach the official record books.

POWERED BY STEAM

During this time, however, a combination of historical fact and inductive reasoning tends to show that a captain in the French Engineering Corps named Nicholas Cugnot invented the first true automobile. At least that is the belief of the Royal Automobile Club (of England) and the Automobile Club of France. But M. Cugnot's fabulous creation of 1769 was powered by steam and does not concern us in our study of cars as we know them today, even though it did snort along at a brisk three mph.

Restricting the field to the internal combustion engine, it's found that still another Frenchman, Etienne Lenoir,

Mueller Motorcycle King in 250cc Class

PARIS, Nov. 3.—World champion speed motorcyclist in the 250cc class is Hans Mueller of West Germany. He was given the title by the International Motorcycle Federation, after disqualifying W. A. Lomas of England, who had been the leader in many of Europe's grand prix races.

BUSINESS NEEDED

Blarney Castle, Western Ave. nitery frequented by sports car addicts, soon plans to inaugurate a regular Sports Car Club Night, awarding door prizes, etc.

GARDENA RACE SLATED

California Racing Association stages a 100-lap race Saturday, Nov. 5, over the quarter-mile Gardena Stadium dirt oval.

Sports Car Evolution

EDITOR'S NOTE — MOTORACING presents the first installment of a highly-interesting three-part series on the evolution of the sports car.

This series is from the facile pen of Jim Mourning, the prolific writer who is recognized as one of the outstanding authorities on the sport of road racing.

Other installments will follow in the succeeding issues. Watch for them in MOTORACING.

the internal combustion engine was going on in Germany, guided by the genius of Gottlieb Daimler and Karl Benz, the men usually credited with finalizing the basic design of engines as they are known today. Eventually, the two companies that they founded were to merge into one of the world's great automotive manufacturing concerns, a concern that is still very much in evidence.

Although there is much contention today about who was first with what, contemporaries of the early inventors were more concerned with which was better and why. The attempts to find answers to these questions led to road racing competition and, eventually, to the dual purpose machine known as the sports car.

(Look for the second installment in the next issue of MOTORACING, dated Nov. 18.)

HAVE YOU HEARD?

The Second Annual Nassau Speed Week is from Dec. 5 through Dec. 11.

To see this exciting racing event in exotic Nassau, contact

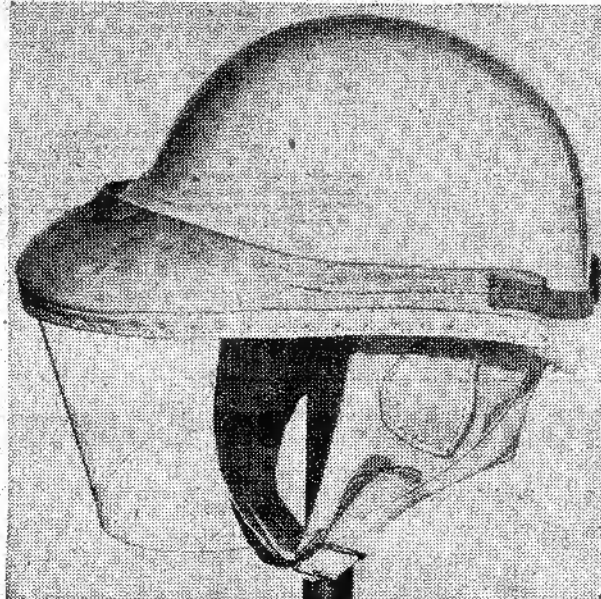
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AFRAID OF GETTING KILLED? . . . PITY
ROAD RACE FANS SO BLOODTHIRSTY

By Gresvick Von Kne'ssel

THE INEVITABLE query which plagues all race drivers is: "Aren't you afraid of getting killed?" Whenever I hear this question, I am reminded of the reply made by the late Tazio Nuvolari. Looking his inquisitor resolutely in the eye, he asked of him "Do you expect to die in bed?" Receiving an affirmative answer, he said, "Then aren't you afraid to go to sleep at night?"

It seems a great pity that the majority of road race spectators are so bloodthirsty. Have you ever noticed how they flock to an accident like a group of vultures to carrion? I suppose a wreck makes a better conversation piece than good sportsmanship or fine driving.

WHISPERED BEEF

There are many whispered complaints lately that long-winded race officials are infringing upon the pitifully short practice sessions we now have. Drivers' meetings are a definite necessity; however, the prevalent Dan'l Webster type of oratory seems more suited to victory banquets or club meetings. It is much easier to listen to such with a tum-tum full of booze than one full of butterflies.

Too bad that the SCCA has allowed itself to become embroiled in John Von Neumann's childish pet with the CSCC. It is high time John realizes there is no room for the "Teacher! Kenny! stole my yo-yo!" type of bickering in either organization.

I think a return to the "sporting" concept of road racing is in order, and signs of this cropped up at Torrey Pines. There was no rash of protests such as Santa Barbara saw, and a more pleasant atmosphere prevailed.

RE: Mr. Art Evans' article

on Santa Barbara in *West Coast Sports Car Journal*, he said: "The car (Thunderbird) out accelerated everything in its class including the Mercedes (300 SL)." Apparently Mr. Evans failed to notice the two 300 SLs streak past the T-Bird on the starting line as if it were parked. Take the needle out, Art.

SHED THOSE SHACKLES

One reaction to our little journal expressed by a rather outspoken SCCA member was that it "resembled the *Daily Worker* in its attitude towards SCCA." Arise, fellow workers, and throw off your shackles!

TORREY PINES NOTES—

"Hard Luck" Tom Bamford's car just wasn't as brave as he on Sunday. Hope to see Tom in the winner's circle soon; he deserves it.

Crafty Ken Miles has some real competition in J. P. Kunst; he had a jolly hard time getting past Dr. Porsche's iron this trip.

STEADY, LANCE, STEADY

The neat appearance of Bruce Kessler's crew in the 500 pits was a pleasure to see. By the way, Kessler's co-driver in the 300SL, Lance Reventlow, better watch his onions. A good maxim for him to note is that by driving over his head he has a good chance of going on his head.

Roy Jackson-Moore and Bill Pringle haven't heard that Austin-Healeys aren't supposed to go faster than Jaguars. Let's hope no one tells them.

John Porter's cocktail party after Saturday's Enduro was a real smash. A more gracious host or more happily-inebriated guests could scarce be found.

Everyone will be happy to hear that Ernie McAfee's wife is doing well after the arrival of their baby girl.

Green Back; More French Renaults Due

Johnny L. Green Jr., West Coast distributor for the French Renault auto, this week returned from an extensive trip to Europe after lengthy meetings with Paris factory officials.

He feels he was successful in convincing top Renault brass that Southern California merits a fatter quota of the economical French car. "I think we'll soon be able to satisfy all our dealers," Green commented.

Next important move will be display and press showing of the 1956 Renault, with the date to be announced soon.

Frug Finally Sails for Jag

Jovial Ray Frug, one of the race chieftains of the California Sports Car Club, took as much as he could endure without blowing his stack.

Our spies report Ray this week went out and bought himself a gleaming, brand-new white Jaguar XK140—a modified convertible.

This came on the heels of this note in the last issue of *MOTORACING'S* "The Duke Wonders . . ." column: "... if a certain race official will ever get around to driving a sports car."

Krull New President for Lockheed Car Club

Election to fill the vacancy formed by Herb Stovall's resignation resulted in a new president for Lockheed Sports Car Club, George Krull.

George has been active in the club for several years. He recently served as representative to the Council of Sports Car Clubs. He is also president of the TC Motoring Guild of which he is a charter member and is responsible for publishing the calendar of events for the council.

NO PIT STOPS FOR FRANCOIS CROUZET

Francois Crouzet, the affable Los Angeles Frenchman who was the "index of performance" winner in the six-hour Torrey Pines race, did not make a single pit stop!

He is believed to be the only one going the route without a stop.

Francois, who was 11th overall and first in class H, drove a modified Le Mans DB Panhard of 745cc.

ONLY \$8800!

Suggested list price of \$8800 for the new Continental Mark II has been announced by William Clay Ford, veepee of Ford Motor Co., Dearborn, Mich. Taxes and other tabs are not included in the price.

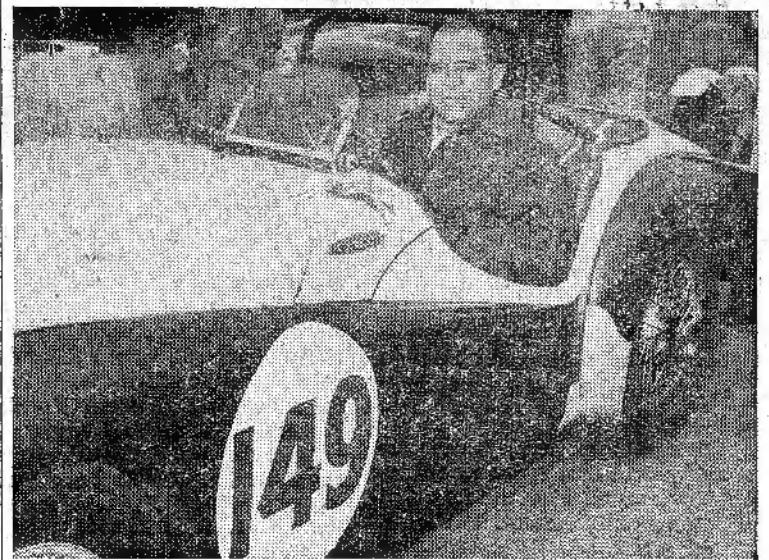
WAKE UP! TORREY FANS SHELL OUT

"Wake up, please. That will be \$2."

This was the sound greeting 140 persons roused from the peace of their sleeping bags at the recent Torrey Pines races.

They were the ones who cracked out a deuce on Saturday and decided to sleep inside the fence in order to avoid the Sunday box office formality.

San Diego Junior Chamber of Commerce officials collected an additional \$280 through this 6 a.m. prod.



WORTHY FEAT—Ed Kretz, the old motorcycle champ from Monterey Park, did right well with this Triumph TR2, placing fourth over-all in the Torrey Pines big-bore and first in Class D. He was right up there among heavy company all the way.

FIA Holds Back On Race Sanction

The FIA is not giving its sanction to anyone for 1956 to replace the AAA.

That was the word this week from Bob Estes, well-known local racing figure and Inglewood Lincoln-Mercury dealer.

He had just returned from Paris, where he was a representative of the car owners in the newly-formed United States Auto Club.

The USAC replaces the AAA, which has pulled out of racing.

Estes said the group composed mainly of former AAA members active in racing, and following most of the same basic rules (with principle thought in mind to improve safety), stands a good chance to secure the FIA sanction later on.

FIA has sanctioned Indiana-

polis, Sebring, Pan-American Road Race (Mexico) and Le Mans for 1956.

Florine Stovall Gets President Nomination

The following slate has been prepared by the Nominating Committee of the Women's Sports Car Club:

President, Florine Stovall; vice president, Pat McAfee; recording secretary, Gladys Bennett; Peaches Crosby; corresponding secretary, Carmela Clark; Simone Olson; treasurer, Jo Lancaster; public relations secretary, Elaine Bond; race coordinator, none.

Additional nominations for coming elections may be made from the floor at the Nov. meeting.

GOOD JOB KEEPING CROWD BACK

MOTORACING salutes one roly-poly special police officer by the name of George J. Rodgers for a superb job at the Torrey Pines races.

He was the one who turned in a herculean effort keeping the flock back out of danger zones at the start-finish line and in the

pit area.

Most of the people had no business there anyway.

At times, Rodgers had to move 'em back bodily. One belligerent press representative, always claiming special dispensation, was fortunate to escape the cop's wrath.



MEXICO ENTRANT—Lance Reventlow, at wheel of his Mercedes-Benz 300SL, is one of local drivers entered in Guadalajara, Mexico, race Dec. 10-11. His co-driver will be Bruce Kessler.

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ON RALLIES - - - PART 1

By Buzz DeBardas

THE FOLLOWING is the first in a series on rallies, all based on information begged, borrowed or stolen from the four old masters—Howard Frank, John Patterson, Walt Stone and Al Allee. Many thanks for your answers to all my silly questions over the years.

It's nice to know about the many different types of rallies being run all over the face and bottom of the earth. The first, and worst of all, is the Australian Down Under Rallye, which runs for 5,000 to 10,000 miles, and is an endurance test of the shakeability of a car over MUD, ROCKS, TREES, SAND AND DUST. Crews that finish one are magnificent.

Next is the Monte Carlo, which crosses over the borders of several foreign countries. It tests high speed driving, cornering ability, and can you shift a car three million times without the gear box getting real tired?

RUGGED BREATHING

The Alpine Rallye is a combination of all of the above, plus the test of the crews' ability to breathe at the crest of a 42,000-foot mountain.

Cars and crews are divided into classes—many inches, few, inches, and none at all. Crews are in two groups—those who could win the Mexican Road Race, and those who taught them to drive.

In this country (meaning Southern California) rallies are less punishing, and a bit different. There is the Poker Rallye, where you are given a set of instructions. As you drive down the road, you look for a bag, find it, remove a playing card, drive to the next bag, remove another playing card. When you have found enough bags and playing cards to make up a poker hand, you drive to the finish line. The best poker hand wins the Rallye. (I might mention that this is not the most popular type Rallye.)

Next is the Map Rallye. You receive a map and are told to get from Los Angeles, Calif., to Rallysburg, Miss., via the most direct route. The car driving the least mileage wins. (It has been reported that 16 cars starting in May, 1952, for Mississippi, on a Map Rallye, were never heard from again.)

Then there is the Scavenger Hunt. First car in with the hair from the tail of an old horse, a 1910 dime and a hard-boiled egg

wins. Properly put on, this type of Rallye can be a bail.

ORTHODOX TYPE

Last, and the most work and sometimes most fun of all, is the straight Navigational Type Rallye. This is a real test of a driver, navigator, and, if they are really good, they will probably come in fifth. Let's not forget the old masters, Frank, Patterson, Stone and Allee.

Next issue I'll cover equipment needed to beat these four men.

Fangio Takes Race Honors

PARIS, Nov. 3. — The International Automobile Federation has proclaimed Manuel Fangio of Argentina, the Mercedes-Benz ace, world champion auto race driver for 1955.

Cancellation of several grand prix races after the LeMans tragedy, which claimed 79 lives, shortened the season.

Fangio made the grade with 40 points. Daimler-Benz, producers of the Mercedes-Benz, won the title for sports cars with 24 points.

Speed Runs In Sawyer Family

Speed runs in the family of Bob and Pat Sawyer of Hemet.

Pat is the consistent winner in women's races hereabouts, her latest coming at Torrey in a Triumph TR2.

Hubby Bob is no slow poke either. He is a captain with United Air Lines and drives a Frazer-Nash Sportster in local races.

And two of their three children, Robin, 8, and Pam, 9, (Kim, 3, is the other), drive those little quarter midgets.

Maxine Fain Joins CSCC Office Staff

Maxine Fain has joined the office of the California Sports Car Club, it was announced this week. She will assist Mary Heffley, No. 1 girl at the Hollywood Blvd. emporium.

Motorcycling

By Spencer Sprocket

MOST RECENT major motorcycle competition—the 125-mile National Championship road race at the Torrey Pines two-mile course — ended in a one-sided victory for American cycles.

Headed by youthful Brad Andres, San Diego, who beat out little Bill Meier, San Francisco, for first money by 2.4 seconds, the big Harley-Davidsons' advantage extended back to sixth place.

First imported bike to finish was Tex Luce astride his 500cc Velocette, with Al Gunter and Frank DuBois strung out behind. Luce finished seventh. Gunter, BSA mounted, and Du Bois, Triumph mounted, were eighth and ninth.

Again the question concerning engine displacement crops up. Sports riders as well as "dirt riders" complain the 45 cubic inch flat head Harleys have too great advantage over the 30½ cubic inch imported bikes.

HEALTHY PUNCH

It is true that a 50 per cent engine displacement is a pretty health "punch" for some of the English cycles to overcome; however, except on flat track and TT events, the 30½ inchers

Midget Road Race Nov. 6 at Willow

First out and out road race for midgets has been set for Sunday, Nov. 6, at Willow Springs, Calif. Bill White, known for his many "firsts" in auto racing promotions, has carded the mighty mites for a 250-mile Gold Cup Classic over the twisting, snake-like course.

More than 75 midgets, competing under joint sanction of the URA and BCRA, are expected to swell the entry field.

This will mark the first time in history that midgets have competed over a true road racing course in such a long, grueling race. These snarling thunderbugs should find new fields to conquer at Willow, which offers 11 hairpin turns twisting both left and right.

During the recent sports car races there, midgets virtually stole the show by whipping bigger and more highly rated European sports cars in a special race.

BRISTLING SPEEDS

The little cars should hit speeds ranging from 120 to 125 mph on the long, sloping main stretch.

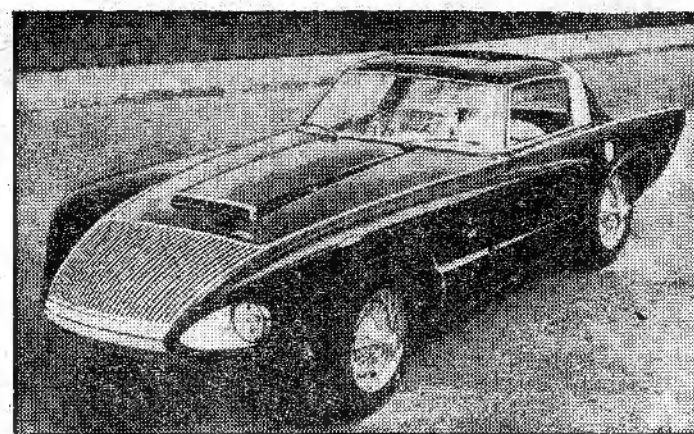
Cars must make at least one pit stop for fuel. Roy Ross, URA racing director, states that fuel limitations have been set and will be enforced. Competing cars will not be allowed to carry more than 13 gallons of fuel at one time. This of course will also serve as a safety measure affording mechanics the opportunity to check their machines as they stop for fuel.

Billy Garrett, who drove his V8-powered midget to victory against the sports cars recently, is expected to be among the front runners. He will have ample competition from such stars as Jack Jordan, Harry Stockman, Allen Heath, Johnny Baldwin, Hal Minyard and a host of others.

OFFYS VS V8s

Competition will be open to both Offenhauser and V8-powered midgets which immediately sets up the old question of whether the powerful and popular Offys can best the faithful V8 exponents.

Willow Springs is near Lancaster, just west of Rosemond. Admission is \$2.



NIFTY SPORTSTER—Designed by American Raymond Loewy and displayed at the International Motor Show in Paris recently was this two-seater. It was built by Boano of Italy on a Jaguar 140 Chassis.

500cc CLUB OF AMERICA

By Mike Siakooles

MIX CASTOR OIL, alcohol and, with a silent prayer, climb aboard; get fire and stab that bear. Watch the thumper spin the tack past 6000 and go through your gears until that bad first turn is almost touching your front wheels. Then tread lightly on the brake, shift down and go on your way. This is what it is like to ride in a Formula III racing car. Try it sometime.

Bruce Kessler showed up with a new Mark IX Cooper JAP at Torrey Pines, John Fox, Mark IX Cooper Norton; Dr. Leon Becker, Mark V Cooper JAP; Harry Morrow, J.B.S. JAP; Duane Fuerhelm, Spl. JAP; Dave Thormin, Ariel Spl., and a new car owner, Mrs. Echo Siakooles, L.W.F. JAP, with Lloyd Frazier driving.

FOX TAKES LEAD

A rolling start was used. Fox jumped into the lead, and into the first turn Kessler was on his heels. Revolving Harry Morrow watched the pack go by, then returned to the race to join them. Approaching turn two, Kessler could not shift down gears and was going far too fast to take the turn in fourth gear.

But when he hit the brake, they locked up solid, heading him for the hay; so he eased off and left the course on the outside without any damage to himself or the car.

Frazier eased back, intending to ride out his first race in a new car in comparative calm, but by turn 5 the car seemed to be handling so well his foot got too heavy. He had it going flat out and passed Gordon Cooper, Alfa (Formula Libre) and Thormin's Ariel Spl. But his mad pace was halted when a valve stretched on turn 8 and ended his fun.

Fuerhelm held down third behind Dr. Becker until the

fourth lap when his engine blew up. This put Morrow in third and Thormin in fourth. Morrow closed the gap on Becker, who was having trouble shifting, and by turn 9 he had succeeded and led Doc across the finish line for second.

Fox led from start to finish, Morrow second, Doc Becker third, Thormin fourth, and Cooper in the Alfa bringing up the rear. Average speed was only 1.1 mph slower than that of Bill Murphy in the Buick Kurtis when he won the last race of the day.

(Editor's Note: Murphy covered 70.2 miles; Fox, 16.2 miles.)

GRAND CENTRAL NEXT

For 500 enthusiasts, end of one race only marks the beginning of plans to make the next race. Those plans include a new Cooper Mark IX for Doc Becker, and Frazier is back at his drawing board with swing axles on the brain, so when Grand Central rolls around Nov. 13, brother, beware.

For this reporter, the thrill of watching these remarkable little cars perform increases with every race. The unquenchable spirit and enthusiasm of the men who build, drive and promote this type of racing is part of a proven formula in any sport. And 500cc racing will someday become one of the top sports in the world.

For 500cc information, contact the 500cc Club of America Inc., 2708 W. Magnolia Blvd., Burbank, Calif.

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Notes and Gleanings From

Myra's Clipboard...

By Myra Jones

TORREY PINES

PAUL O'SHEA very deliberately fastened safety belt, starting Mercedes, taking off for six-hour race. Phil Hill about to explode with excitement.

Times Team (Bob Will, Art Wilcox, Bill & Steve Dredge) well organized with a scoring team. Phones connected between top and inside of panel truck kept scorers up to the minute on the race. Very complicated system. Wilcox (187, MGTF 1500) lost his brakes after 45 min. on turn 2, hit a hay bale and banged his head. Not serious but unhappy about having to sit out the rest of the race.

97, MG Special—Bill & Linda Scott. Harry Hanford Jr. started. Out with broken valve before Scotts had a chance to drive... 77, Robbie Robinson—MGA—lost oil pressure due to broken line after about 45 min. 102 Odie Gilstrap, Nardi-Chevy Coupe—into pits for adjustment of carburetor. 25—Cy Yedor came into pits with slipping clutch on MGA. Ken Miles took over at end of first hour. Into pits again at 2 hours 20 minutes. Clutch still slipping. Oil on clutch—shot it with carbon tet to dissolve oil. Yedor took it back—2-3 laps lost. Finished race... 54—Bill Pickford into pits with Jaguar C. Had a loose sound. Jack Douglas took over at end of 1 hour. Dropped out with broken valve... 18—Carlyle Blackwell—Jaguar C—Broken brake line at 42 min. 22—Bruce Kessler started. Lance Reventlow took over at 1 hour. Hit hay bale—out of race. Car had short wave radio set-up between car and pits... 132—Dietrich Feuerhelm—MGTC—lost bearing 1 hr. 18 min.

9—Bill Friedaer, Porsche Speedster—dropped out after 1 1/2 hrs. with slipping clutch... 51—Jag Sp.—Fred Woodward & Harold Erb—into pits. Hunting for a loose wire. Checked gas—about 11 gal. Back in race... 61—Austin-Healey—Roy Jackson-Moore into pits. Reported he had "Hit a motor car." Bill Pringle took over... 173—Tr2—Richard Seage & Frank Varnum. Out of race for 35 minutes trying to decide whether to fix connecting rod. Decided to fix it—took 1 hour—back in race... 92—Betes-Seifried Panhard—Manuel Betes driving. Into pits—low on gas, causing vapor lock. Backed up to gas area... 59—Warren Frinchaboy in Morgan plus 4—took turn too wide trying to avoid another car. Hit hay bale. Front axle broken. Bob Oker started race... 112—Stan Mullin, DB Panhard—Fuel pump trouble or clog in line. Pushed car from Turn 7 to pits. Made repairs—Henry Manney took over. Finished race... 44—Riviera MG Special—Clarence Raville, John Ferrell—Broken spring leaf at 45 minutes—made 3 pit stops trying to make repairs. Repairs did not last—engine finally failed... 127—Porsche 550—W. R. Turner, hit hay bale—Returned to pits. Body work crumpled at ends—had been hit by Jay Chamberlain driving 63 Jaguar. Checked by Curt Warshawsky, Chief Tech. Inspector. OK to return. Jean Kunstle took over—finished race.

43—Dorette—Dr. Jim McEachen & George Rosenthal—Lost bearings, into pits while pit crew dropped pan and put in two new bearings. Went out for 2 laps, lost more bearings. Into pits, dropped pan again, put in 4 new bearings. Finished race. Special note: Wonderful dia-

position of Norm Hotchin while doing the nasty job under pressure. 32 minutes to put in second set of bearings... 82—Reg Parsons, Morgan—Started race, Jim Mourning drove 1 1/2 hours. Reported poor brakes. While in pits the car slipped off the jack as they checked the brakes—no damage... 5—Dr. Hildreth Hoppe, only woman to drive the 6-hour race, drove Arnolt Bristol for 2 hours. Into gas area for gas—refueled her own car—changed drivers. Ned Yarter took over... 24—Ed Barker & Bob Drake in Porsche Super Spd. Bob says, "Driving the Porsche is like riding a bar of soap in a soap dish, but it is lots of fun." 11—Richie Ginther started in Porsche Super Spd. Drove 3 hours. Erich Bucklers drove last half of race... 17—James Orr & Bill Devin, Devin Panhard, out of race on corner 3. Lost a wire on generator, broken spark plug, etc. 87—Dean Patterson pushed off track at Corner 5—Mechanical trouble.

38—Off course with Panhard Special—F. E. Parker. Mechanical difficulty corrected—Finished race... 51—Jaguar Sp.—clocked at 2:19—av. 72 MPH... 169—John Porter's Aardvark hit hay bale during practice and did not run.

SUNDAY RACES

Race 1—100—Porsche Speedster lost wheel... 94—Flipped on Corner 1—Jim Tunison, MGTC, Lancaster... 162—Gilbert Bloemendaal, MGTD, turned over on corner 10. No injuries... 11—Erich Bucklers Porsche Speedster, turned over corner 10. No injuries.

Race 4—181—Francois Crouzet—out with broken valve... Stan Bucklein—Fuel pump trouble on Panhard... 130—Harrison Evans, Jaguar C—Threw connecting rod.

Starters—Finishers

Race 1—Starters—24 under 1300 Class F, 21 over 1300 Class F, 2 Class G. Total 47. Finishers—(5) Porsche Spd., 1 MGA, 5 MGTF 1500, 14 MGTD, 2 MGTC, 3 Singers, 6 Sedans.

Race 2—Starters—10 Class C, 7 Class D, 12 Class E—Total 29. Finishers—2 Mercedes 300SL, 6 Jaguars, 3 Arnolt-Bristols, 4 Austin Healeys, 3 Tr2, 1 Morgan, 1 Mercedes 190SL, 1 Dorette.

Race 4—Starters—6 Class H cars, 4 Class G cars, 18 Class F cars—Total 28.

Race 6—Starters—3 Class B, 8 Class C, 8 Class D, 5 Class E. Total 19.

READERS WANT TO SUBSCRIBE; SEDAN OWNER HOT!

(Continued from Page 2.)

Happy Readers

Enclosed you will find the entire list of the Western Sports Car Club. I brought home from Torrey Pines about 100 copies of your first paper. All my friends and fellow members were crazy over it. They would all like a sample copy. Enclosed is \$1 for my own subscription.

Thomas E. Davis
North Hollywood.

This Guy Is Sharp

Congratulations! Your publication is necessary, not only for those that know from nothing about motor racing, but those behind the wheel. It is a fast moving world and a free enterprise bladder deserves support. My health does not permit me driving or watching. Heart trouble plus a situation quaintly called love.

I will lay 6 to 5 that POVIKE adds up to Powell, Vignolle & Kennington.

Now really—tell me what's a Rallye? GOOD LUCK.

Jay Gurey,
Los Angeles 5.

Voice of the Past

I am a hermit! The hermit business is very bad these days. I came across a copy of your MOTORACING. Reason the hermit business is bad is on account of too many racing cars are buzzing where I shack up with my burro.

Advise at once with a rate card on your advertising. Tell me if it is safe to write a policy on a driver of an automobile such as seen in the columns of your very interesting paper.

Kindly send me \$30 so I can ship up my burro and buy a fifth of some safe libation. Good luck in your venture?

Francis M. O'Riordan,
Death Valley, Calif.

Cunningham Says Foreign Cars are Best

Take it from Briggs Cunningham, the noted Florida sports car builder, American-made autos are inferior to the foreign irons.

The other day in Miami, according to the Associated Press, he said, "Foreign builders outstripped us."

And thus, he declared, he was abandoning his five-year fight to prove Yank cars are the best in the world.

He added, "Unfortunately, our cars are built primarily with passenger-car engines and we couldn't compete on even terms."

Top Field Due at Phoenix

A star-studded field appears certain for the 100-mile AAA National Championship auto race in Phoenix Sunday, Nov. 6, as top-flight entries continue to sign up to compete in the \$7500 event.

Nationally known speed kings will help ring down the curtain on the AAA contest board's professional racing activities ending with the Bobby Ball Memorial race.

Top Western contenders include Don Freeland, Jimmy Reece and Jack McGrath, Inglewood; Jimmie Davies, Andy Linden, Johnny Tolan, Earl Motter and Shorty Templeman.

Eastern throttle-mashers include Tony Bettenhausen, Tinley Park, Ill., 1951 AAA National Champion and now fourth in AAA points; Johnny Thomson, third in standings; Pat O'Con-

Lester the Road Tester:

Sports Car Gab...

By Lester Nehamkin

TORREY'S SIX-HOUR endurance last year saw 60 cars start and only 28 finish, whereas this year 55 started and 35 finished... Either sports cars or their mechanics are getting better than ever!

The Scotch (Chuck Daigh) and the Irish (Bill Murphy) really put up a ding-dong battle in the Sunday feature, the Irish winning by only two car lengths in a thrilling finish....

And so finis to sports car racing at this oceanside course. Soon it will be made into a divot diggers' haven....

GLENDALE GRAND CENTRAL GLEANINGS—Glendale's first national sports car racing event, the Grand Central National Road Races Sunday, Nov. 13, are sure to attract hordes of local sports car aficionados who are unable to attend races out of town...

We hear that one of the West Coast's largest sports car distributors is the angel furnishing the Federal diplomas

nor, Jerry Unser and many more.

Phoenix fans are hopeful that their home-town favorite—Jimmy Bryan—continues his winning ways. He's won 10 of these 100-milers in the last two sessions.

SPECTACULAR TRACK

Motorcycle racing can be seen at the Steeplechase track in Riverside. This track has been designed by a former champion, Skip Fordyce.

to financially back this local race? ... Anyone want to try for the \$12,000 question?

Interesting car to watch will be Ernie McAfee's and Bill Doheny's brand new 4.4 Monza Ferrari just off the boat from Italy, which the old chrome-domed new father will test out here....

Best of luck to the Sports Car Club of America, Los Angeles Region, in local spin....

Let's have more LOCAL contests... Are you listening, anyone?...

PALM SPRINGS DRIP-PINGS—Dec. 3 and 4 will see literally thousands of sports car enthusiasts evacuate all sections of California, Arizona and surrounding states to converge on this sun-drenched oasis to view the 9th running of the Palm Springs Sports Car Races at the local airport. Sponsored by the California Sports Car Club, this desert spa really becomes a boom town for this taffy pull, so charge up the batteries on your scintillometer (?) and put out for the desert early in search of rooms, partners....

GUADALAJARA GUMBO—Journeying to the sports car races over the "L"-shaped 10-kilometer (6-mile circuit) airport course in Guadalajara, Jalisco, Mexico, on Dec. 10 and 11 will be Lance Reventlow in his Mercedes 300SL... Bruce Kessler will be his co-driver... and former Indianapolis pilot Johnny Mantz, who will pilot Al Hosking's Reco Engineering Special, a new Porsche Spyder, over the course where the tamales, tacos and torrid señoritas reign supreme.

PUEBLA, MEXICO, PUT-TERINGS—Same cast of characters as above, plus hundreds of Latins, will compete at the Airport course here Dec. 17 and 18....

NASSAU NOTES—The Nassau Trophy Road Races to be held in the Bahamas from Dec. 5 through Dec. 12 will be enhanced by the large California contingent of Johnny Mantz of Duarte, driving Al Hosking's Porsche Spyder; Jack McAfee, Manhattan Beach, piloting John Edgar's potent team of Porsche Spyder and 4.9 Mexico Ferrari; Lou Brero, Arcata, Calif., tooling a Lancia V-6 Spyder; John Fox of the Bay Area and his Cooper Mark IX; Harry Morrow, Burbank, in his Formula III car, and James Orr, Kentfield, Calif., coaxing a Devin Panhard Special....

These famous cars, owners and pilots all have been invited to compete in the 2nd National Bahamas Speed Week competition....

MOTORACING EXCLUSIVE !!!—We have it from usually UN-reliable sources that the Mexican Road Race is definitely on for either next January or February, and hundreds of American cars are being rushed to completion !!!

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